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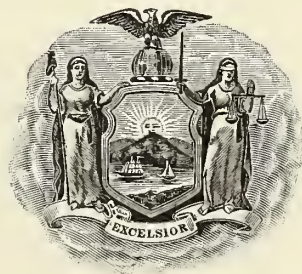
DOCUMENTS  
OF THE  
ASSEMBLY  
OF THE  
STATE OF NEW YORK  
ONE HUNDRED AND THIRTY-EIGHTH SESSION

1915

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VOL. V.—NO. 21—PART 2

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ALBANY  
J. B. LYON COMPANY, PRINTERS  
1915



STATE OF NEW YORK

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## EIGHTH ANNUAL REPORT

OF THE

# PUBLIC SERVICE COMMISSION

SECOND DISTRICT

FOR THE YEAR ENDED DECEMBER 31, 1914

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### ABSTRACTS OF REPORTS OF CORPORATIONS

STEAM RAILROAD, ELECTRIC RAILROAD  
EXPRESS, SLEEPING CAR  
STAGE COACH, BAGGAGE AND TRANSFER, STOCK YARD

### INSPECTIONS OF RAILROADS

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#### COMMISSIONERS

SEYMOUR VAN SANTVOORD, Chairman<sup>1</sup>  
MARTIN S. DECKER<sup>2</sup>  
DEVOE P. HODSON  
WILLIAM TEMPLE EMMET<sup>3</sup>  
FRANK IRVINE<sup>4</sup>

---

JAMES E. SAGUE  
CURTIS N. DOUGLAS

<sup>1</sup>Appointed February 27, 1914, vice Stevens, resigned; and designated Chairman by the Governor March 11, 1914.

<sup>2</sup>Resigned as Chairman March 11, 1914.

<sup>3</sup>Appointed April 2, 1914, vice Sague, term expired.

<sup>4</sup>Appointed April 1, 1914, vice Douglas, term expired.

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## VOLUME II

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ALBANY

1915

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STEAM RAILROAD CORPORATIONS

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STATEMENT GIVING THE ORGANIZATION OF STEAM RAILROAD CORPORATIONS WITHIN THE STATE OF NEW YORK  
JUNE 30, 1914.

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## STEAM RAILROAD CORPORATIONS

UNDER THE JURISDICTION OF THE PUBLIC SERVICE COMMISSION, SECOND DISTRICT, GIVING DATES OF INCORPORATION, REORGANIZATION, CONSOLIDATION, MERGER, AND CHANGE OF NAME, WITH LOCATION OF LINE, OFFICERS, AND OFFICE.

### OPERATING AND LESSOR CORPORATIONS

In alphabetic order, disregarding the word "The" when part of title. The lessor corporations are printed in small type, immediately following the lessee operating corporation.]

#### **Adirondack and Saint Lawrence Railroad Company**

*Organization:* Incorporated under the railroad law April 19, 1906.

*Location of line:* St. Lawrence county; connects with the Rome, Watertown and Ogdensburg division of the New York Central and Hudson River railroad at DeKalb Junction.

*Officers:* President, Sidney H. March; First Vice-president, Edward E. Thalmann; Secretary and Treasurer, Willoughby J. Kingsbury.

*Main business office:* 41 Broad street, New York city.

#### **Bath and Hammondsport Railroad Company**

*Organization:* Incorporated January 17, 1872, under the railroad law.

*Location of line:* Steuben county; Bath to Hammondsport.

*Officers:* President, F. D. Underwood; Vice-president, G. A. Richardson; Secretary, David Bosman; Treasurer, D. W. Bigoney.

*Main business office:* 50 Church street, New York city.

#### **Boston and Maine Railroad**

*Organization:* Incorporated under authority of a special act of Massachusetts passed March 6, 1841 (ch. 56), constituting the stockholders of the Boston and Portland Railroad Corporation (incorporated as the Andover and Wilmington Railroad by special act passed March 15, 1833 [ch. 109], and name changed by special act passed April 5, 1837 [ch. 113], to Andover and Haverhill Railroad Corporation, and name again changed by special act passed April 3, 1839 [ch. 82], to Boston and Portland Railroad Corporation) stockholders of the Boston and Maine Railroad Company of New Hampshire, incorporated by special act of New Hampshire passed June 27, 1835 (ch. 14), and authorizing the union of said companies under the name of Boston and Maine Railroad Company. By special act of Massachusetts passed March 24, 1843 (ch. 90), the united corporation was authorized to unite with the Maine, New Hampshire and Massachusetts Railroad Corporation, incorporated by special act of Maine passed March 30, 1836 (ch. 179), under the name of Boston and Maine Railroad. (See also L. New Hamp. 1841, ch. 6; L. Maine 1843, ch. 108.)

At various times the following companies have been united with the Boston and Maine Railroad: Boston and Maine Railroad Extension Company (see L. Mass. 1845, ch. 159; L. New Hamp. 1841, ch. 290; L. Maine 1846, ch. 340); Stoneham Branch (see L. Mass. 1851, ch. 139); Danvers Railroad (see L. Mass. 1855, ch. 42; L. Mass. 1876, ch. 126); Newburyport City Railroad (see L. Mass. 1869, ch. 398); West Amesbury Branch Railroad (see L. Mass. 1876, ch. 7); Newburyport Railroad (see L. Mass. 1876, ch. 124); Eastern Railroad, Eastern Railroad in New Hampshire, and the Portsmouth, Great Falls

and Conway Railroad (see L. Mass. 1888, ch. 250; amended L. Mass. 1890, ch. 185; also L. New Hamp. 1887, ch. 304; L. Maine 1887, ch. 268); Dover and Winnepisiogee Railroad (see L. New Hamp. 1841, ch. 6); Portland, Saco and Portsmouth Railroad, Portland and Rochester Railroad, Kennebunk and Kennebunkport Railroad (see L. Maine 1887, ch. 268); Central Massachusetts Railroad (see L. Mass. 1900, ch. 424); Orchard Beach Railroad (see L. Maine 1881, ch. 64; L. Maine 1887, ch. 268). See general act as to leased corporations organized under laws of Maine, New Hampshire, Massachusetts, or Vermont, L. Mass. 1891, ch. 308; and purchase of shares in leased lines generally, L. Mass. 1898, ch. 194. By special act of Massachusetts (L. 1909, ch. 519), permission is granted to the Boston Railroad Holding Company to acquire stock in the Boston and Maine Railroad, and to dispose of same (L. 1914 ch. 766). The line within the State of New York is held under lease from the Fitchburg Railroad Company and Troy and Bennington Railroad Company. The lease of the Fitchburg railroad is confirmed by special act of Massachusetts passed June 30, 1900 (ch. 426).

*Location of line within State:* The main line extends from Boston, Mass., and Portland, Maine, to Troy and Rotterdam Junction, with branches to Holyoke and Springfield, Mass., and various points in Maine, New Hampshire, Vermont, and Massachusetts. That portion of the main line to Boston within the State (Fitchburg Railroad Company, lessor) extends from Rotterdam Junction to Vermont-State line east of Petersburg Junction. Between Mechanicville and Crescent a single track of The Delaware and Hudson Company's road and a single track of the Boston and Maine Railroad are operated as a double-track railroad.

*Officers:* President, Morris McDonald; Vice-president, William J. Hobbs; Corporation Clerk, Arthur B. Nichols; Treasurer, Herbert E. Fisher.

*Main business office:* North Station, Boston, Mass.

#### *Lessor Companies:*

**Fitchburg Railroad Company:** Incorporated by special act of Massachusetts approved March 3, 1842 (ch. 84). In 1846 the road was extended into Boston. Leased to Boston and Maine Railroad June 30, 1900. At the dates stated it purchased: March 24, 1860, the Peterborough and Shirley Railroad Company, incorporated by special act of Massachusetts passed March 22, 1845 (ch. 181), and also incorporated in New Hampshire; April 22, 1885, Ashburnham Railroad Company, incorporated by special act of Massachusetts passed May 5, 1871 (ch. 251), reorganized May 3, 1878, as The Ashburnham Railroad Company, under act approved April 13, 1878 (ch. 139); April 15, 1887, The Hoosac Tunnel Dock and Elevator Company, chartered under special act of Massachusetts approved April 29, 1879 (ch. 277); June 1, 1887, Boston, Hoosac Tunnel and Western Railway Company (November 1, 1892, consolidated under the laws of New York and Massachusetts with Fitchburg Railroad Company), incorporated February 16, 1877, under the railroad law, and consolidated June 12, 1880, with a company of the same name incorporated in Vermont under authority of an act approved November 26, 1878 (ch. 188); (see consolidation with Mohawk and Lake Erie Rail-



way Company, Hoosac Tunnel and Saratoga Railway Company, and Utica and Syracuse Air Line Railway Company, filed April 11, 1881; June 1, 1887, Troy, Saratoga and Northern Railroad Company (consolidated with the Fitchburg Railroad Company November 1, 1892), incorporated September 2, 1886, as a consolidation of Hoosac Tunnel and Saratoga Railway Company, incorporated February 23, 1881, and Saratoga Lake Railway Company, incorporated August 13, 1880, under the railroad law (see as to latter company L. 1881, ch. 67).

In addition to the above consolidations, at the dates stated the following companies were consolidated with the Fitchburg Railroad Company: February 1, 1887, Troy and Greenfield Railroad and Hoosac Tunnel (under authority of an act of Massachusetts passed June 5, 1885 [ch. 297]), chartered by special act of Massachusetts under the name Troy and Greenfield Railroad Company, approved May 10, 1848 (ch. 307); June 25, 1887 (under the laws of New York and Massachusetts), Troy and Boston Rail Road Company, incorporated November 22, 1849, under the railroad law. (See Troy and Bennington Railroad Company; also L. New York 1851, ch. 533, authorizing lease of part of Western Vermont Railroad; and L. 1859, ch. 109, the erection of freight depot and construction of track in Troy; also L. 1867, ch. 793, repealed; L. 1869, ch. 607, of which section 2 as to four cent fare "until the completion of the Hoosick Tunnel" was amended, L. 1876, ch. 351); October 1, 1890, Cheshire Railroad Company (see L. Mass. 1887, ch. 389, and L. New Hamp. 1887, ch. 257), incorporated under special act of New Hampshire approved December 27, 1844 (ch. 192), and consolidated in August, 1845, with the Winchendon Railroad Corporation, incorporated by special act of Massachusetts approved March 13, 1845 (ch. 115); October 1, 1892, The Monadnock Railroad Company, incorporated by special act of New Hampshire passed December 13, 1848 (ch. 773), was leased to the Cheshire Railroad Company (consolidated as above), and its capital stock was purchased by the Fitchburg Railroad Company under authority of Mass. 1891 (ch. 48).

August 25, 1894, the following railroads were consolidated with the Fitchburg Railroad Company under the laws of New Hampshire and Massachusetts: Brookline and Pepperell Railroad Company, incorporated June 30, 1891, under the laws of Massachusetts, Brookline Railroad Company incorporated by special act of New Hampshire approved March 31, 1891 (ch. 233), and the Brookline and Milford Railroad Company, incorporated by special act of New Hampshire approved February 22, 1893 (ch. 165); July 1, 1885, Boston, Barre and Gardner Railroad Corporation, incorporated April 24, 1877, under the name of Barre and Worcester Railroad Company, under ch. 276, laws of 1847 of Massachusetts, name changed as above under ch. 55, laws of 1849 of Massachusetts, was merged into Fitchburg Railroad Company; January 1, 1874, the Vermont and Massachusetts Railroad Company was leased to Fitchburg Railroad Company for a term of 999 years.

*Officers:* President, Moses Williams; Secretary and Treasurer, George O. Foster.

*Corporate office:* 152 Causeway street, Boston, Mass.

**Troy and Bennington Rail Road Company:** Incorporated May 27, 1851, under the railroad law. Leased in 1872 to Troy and Boston Railroad Company, and lease assumed by Boston and Maine Railroad.

*Officers:* President, William F. Gurley; Vice-president, H. C. Shields; Secretary and Treasurer, Paul Cook.

*Corporate office:* 514 Fulton street, Troy, N. Y.

### **Buffalo and Susquehanna Railroad Company Buffalo and Susquehanna Railroad Corporation**

*Organization:* Buffalo and Susquehanna Railroad Company was incorporated October 7, 1891, under the laws of Pennsylvania. September 25, 1893, the following companies, incorporated under the same act at the dates stated, were consolidated and merged with Buffalo and Susquehanna Railroad Company under the name of that company: Sinnemahoning Valley Railroad Company, May 8, 1889; Susquehanna Railroad Company, August 3, 1891; Cherry Springs Railroad Company, July 14, 1893; Cross Fork Railroad Company, April 12, 1893. September 29, 1894, Coudersport and Wellsboro Railroad Company, incorporated January 2, 1892, under the laws of Pennsylvania, was merged; November 26 1895, State Line Railroad Company, incorporated November 10, 1890, under the laws of Pennsylvania, was merged. April 1, 1901, Northern Susquehanna Railroad Company, incorporated January 31, 1900, Susquehanna and New York Railroad Company, a reorganization of Addison and Pennsylvania Railroad Company

(property and franchises in Pennsylvania), incorporated June 14, 1898, and Galeton and Eastern Railroad Company, a reorganization of New York and North Pennsylvania Railway Company, incorporated June 14, 1898, were merged into Buffalo and Susquehanna Railroad Company. June 27, 1905, Susquehanna and Southern Railroad Company, incorporated August 12, 1902; February 11, 1907, Southwestern Du Bois Railroad Company, incorporated June 5, 1905; and April 3, 1907, Plumville Railroad Company, incorporated April 27, 1905, were merged into Buffalo and Susquehanna Railroad Company.

July 1, 1907, Buffalo and Susquehanna Railroad Company leased its properties and assigned its interest in the properties of its two leased lines to Buffalo and Susquehanna Railway Company, which thereafter operated these properties in conjunction with its own line as one system. H. I. Miller having been appointed receiver of Buffalo and Susquehanna Railway Company May 2, 1910, was appointed receiver of Buffalo and Susquehanna Railroad Company by the Court of Common Pleas of Potter County, Penna., July 23, 1910. Thereafter the property of the two corporations was independently operated by the receiver, separate accounts being kept for each.

Effective January 1, 1914, the property of Buffalo and Susquehanna Railroad Company was sold under foreclosure to Buffalo and Susquehanna Railroad Corporation, incorporated under the laws of Pennsylvania December 31, 1913, as a reorganization of Buffalo and Susquehanna Railroad Company. Certificate of authority to transact business in New York state was filed in the office of the Secretary of State June 27, 1914.

*Location of line within State:* The company's only line in New York is that of its lessor corporations, Wellsville, Coudersport and Pine Creek Railroad Company (New York-Pennsylvania state line near Genesee, Penna., to Wellsville, N. Y.); and Addison and Susquehanna Railroad Company (New York-Pennsylvania state line near Nichols, N. Y., to Addison, N. Y.).

*Officers:* Chairman of Board, H. I. Miller; President, E. R. Darlow; Vice-president, Edward B. Smith; Secretary and Treasurer, F. E. Hall.

*Main business office:* 980 Ellicott Square, Buffalo, N. Y.

#### *Lessor Companies:*

**Addison and Susquehanna Railroad Company:** Incorporated June 22, 1898, as a reorganization, having acquired by purchase at judicial sale incident to foreclosure the properties and franchises in New York state of Addison and Pennsylvania Railway Company. Addison and Pennsylvania Railway Company (New York and Pennsylvania) was formed by consolidation July 23, 1887, of Addison and Pennsylvania Railway Company of New York, incorporated July 15, 1887, as a reorganization of The Addison and Northern Pennsylvania Railway Company, incorporated as The Addison and Northern Pennsylvania Railway June 19, 1882, and consolidated under above name January 27, 1883, with Addison and Northern Pennsylvania Railway (Pennsylvania corporation). August 16, 1892, Addison and Pennsylvania Railway Company of New York was reorganized as Addison and Pennsylvania Railway Company, and September 28, 1892, was consolidated with Addison and Pennsylvania Railway Company (Pennsylvania corporation) and Addison and Pennsylvania Railway Company of Pennsylvania, incorporated under the laws of that State.

*Officers and office same as operating company.*

**Wellsville, Coudersport and Pine Creek Rail Road Company:** Incorporated November 14, 1881, under the railroad law.

*Officers and office same as operating company.*

### **Buffalo and Susquehanna Railway Company**

*Organization:* Buffalo and Susquehanna Railway Company was incorporated September 20, 1902, under the railroad law. July 1, 1907, it leased the properties of Buffalo and Susquehanna Railroad Company, and these lines were operated as part of its system until July 23, 1910. H. I. Miller was appointed receiver of Buffalo and Susquehanna Railway Company May 2, 1910, by the Supreme Court



of the State of New York; and July 23, 1910, was also appointed receiver of Buffalo and Susquehanna Railroad Company. Thereafter, and to June 30, 1911, the line of Buffalo and Susquehanna Railway Company has been independently operated.

*Location of line:* Main line from junction with Lake Shore and Michigan Southern railroad near Blasdell, N. Y., to Wellsville. Branch from Springville, N. Y., to Springville Junction (Buffalo, Rochester and Pittsburgh).

*Corporate officers:* President, E. R. Darlow; Vice-president, A. C. Goodyear; Secretary and Treasurer, F. A. Lehr.

*Officers of Receiver's organization:* Receiver, H. I. Miller; Treasurer, F. E. Hall.

*Main business office:* 980 Ellicott Square, Buffalo, N. Y.

#### **Buffalo, Attica and Arcade Railroad Company**

*Organization:* Incorporated October 15, 1894, for the purpose of maintaining and operating the railroad of The Attica and Freedom Railroad Company, incorporated November 9, 1891, under the railroad law.

*Location of line:* Wyoming county; Attica to Arcade (connection with Buffalo and Susquehanna railway).

*Officers:* President, W. L. Kann; Vice-president, W. R. Brown; Secretary and Treasurer, R. G. Kann.

*Main business office:* Main street, Arcade, N. Y.

#### **Buffalo Creek Railroad**

The switching road of The Buffalo Creek Railroad Company is operated by Erie Railroad Company (successor to New York, Lake Erie and Western Railroad Company) and Lehigh Valley Railroad Company as lessees under above name.

*Organization:* Incorporated January 25, 1869, under the railroad law. Lease dated December 31, 1889.

*Location of line:* Buffalo. Main line: N. Y. C. & H. R. Junction (East Buffalo) to Peck Slip; Prenatt Street branch, Elk street to Delaware, Lackawanna and Western right of way; Beach branch, Beach and Island Junction to Outer Lot 48; Trackage, Outer Lot 48 to United States Government lands (Pennsylvania railroad).

*Corporate officers:* President, E. T. Statesbury; Vice-president, F. H. Silvernail; Secretary and Treasurer, E. A. Albright.

*Operating officers:* Executive Committee, F. D. Underwood, E. B. Thomas; Treasurer, D. W. Bigoney.

*Main business office:* 50 Church street, New York city.

#### **The Buffalo Creek Transfer Railroad Company**

[Operated by Frank Williams & Co.]

*Organization:* Incorporated June 23, 1881, under the railroad law.

*Location of line:* County of Erie. A series of switching tracks located on what is known as the "Island," in the city of Buffalo, extending from the tracks operated by Buffalo Creek Railroad and The Pennsylvania Railroad Company to Frank Williams & Co.'s coal yard. The total amount of tracks is 1.10 miles.

*Officers:* President, John R. Williams; Secretary, Arthur H. Williams; Treasurer, Agnes P. McKibbin.

*Main business office:* 812 Prudential Building, Church and Pearl streets, Buffalo, N. Y.

#### **Buffalo, Rochester and Pittsburgh Railway Company**

*Organization:* Buffalo, Rochester and Pittsburgh Railway Company was incorporated under the railroad law August 18, 1881; was consolidated November 28, 1881, with Rochester and Pittsburgh Railroad Company, a reorganization January 29, 1881, of The Rochester and State Line Railway Company, incorporated under the railroad law October 6, 1869; Rochester and Charlotte Railroad Company, incorporated April 21, 1881, under

the railroad law; Great Valley and Bradford Railroad Company, incorporated July 25, 1881, under the railroad law; Bradford and State Line Railroad Company, a Pennsylvania corporation, and The Pittsburgh and New York Railroad Company, a Pennsylvania corporation, together forming Rochester and Pittsburgh Railroad Company, which last named company was reorganized October 28, 1885, as Buffalo, Rochester and Pittsburgh Railroad Company. This company was consolidated March 11, 1887, with The Pittsburgh and State Line Railroad Company, incorporated October 28, 1885, under the laws of Pennsylvania, forming the Buffalo, Rochester and Pittsburgh Railway Company. December 5, 1899, The Perry Railroad Company, incorporated May 9, 1882, under the railroad law, and The Lincoln Park and Charlotte Railroad Company, incorporated December 1, 1888, under the railroad law, surrendered capital stock and were merged with Buffalo, Rochester and Pittsburgh Railway Company. The Johnsonburg and Bradford Railroad Company, organized November 15, 1887, under the laws of Pennsylvania, was purchased and the corporation dissolved August 5, 1907. Silver Lake Railway Company, incorporated July 11, 1870, under the railroad law, as Rochester and Pine Creek Railroad Company, name changed by special act passed March 22, 1877 (ch. 57), to Silver Lake Railway Company, and reorganized under same name pursuant to sale June 1, 1886, under foreclosure, was merged September 29, 1910, with the Buffalo, Rochester and Pittsburgh Railway Company.

*Location of line within State:* Main line extends from Rochester and Buffalo to a junction at Ashford, thence to Salamanca, Bradford, Pittsburgh, and New Castle, Penna., with branches to Charlotte and Perry.

*Officers:* President, William T. Noonan; Vice-president, Adrian Iselin, jr.; Secretary, Ernest Iselin; Treasurer, John F. Dinkey.

*Main business office:* 155 Main street west, Rochester, N. Y.

#### **Carthage and Copenhagen Railroad Company**

*Organization:* Incorporated April 10, 1906, under the railroad law.

*Location of line:* Jefferson and Lewis counties.

*Officers:* President, Seth J. Gifford; Vice-president, W. J. Twining; Secretary, W. B. Van Allen; Treasurer, Henry L. Grant.

*Main business office:* Carthage, N. Y.

#### **Catskill and Tannersville Railway Company**

*Organization:* Incorporated September 14, 1892, under the railroad law.

*Location of line:* Otis Summit, where it connects with Otis Elevating railway, to Tannersville.

*Officers:* President, A. V. S. Olcott; Secretary, W. Y. Hawley; Treasurer, T. E. Jones.

*Main business office:* 70 Water street, Catskill, N. Y.

#### **Catskill Mountain Railway Company**

*Organization:* Incorporated under the railroad law July 2, 1885, as a reorganization of Catskill Mountain Railroad Company, incorporated September 16, 1880.

*Location of line:* Extends from Catskill Landing to Palenville, with branch to Cairo.

*Officers:* President, George H. Beach; Vice-president, W. I. Jennings; Secretary, T. E. Jones; Treasurer, Orrin Day.

*Main business office:* 70 Water street, Catskill, N. Y.

#### **Lessor Company:**

**The Cairo Railroad Company:** Incorporated April 10, 1884, under the railroad law.

*Officers:* President, A. V. S. Olcott; Vice-president, J. D. Hasbrouck; Secretary and Treasurer, W. J. Hughes.

*Corporate office:* 77 Water street, Catskill, N. Y.



**Central New England Railway Company**

**Organization:** Incorporated January 12, 1899, under the railroad law, as a reorganization of Philadelphia, Reading and New England Railroad Company, incorporated July 28, 1892, as a consolidation of Poughkeepsie Bridge and Railroad Company, incorporated as the Poughkeepsie Bridge Company by special act passed May 31, 1871 (ch. 897), and reorganized July 14, 1892, under the above name; and Central New England and Western Railroad Company, incorporated July 23, 1889, as a consolidation of Hudson Connecting Railroad Company, incorporated under the railroad law January 28, 1887, and The Poughkeepsie and Connecticut Railroad Company, incorporated September 14, 1888. The following companies organized under the railroad law were consolidated June 25, 1907, with Central New England Railway Company: The Poughkeepsie Bridge Railroad Company, incorporated June 5, 1888; The Dutchess County Railroad Company, incorporated April 21, 1890; Newburgh, Dutchess and Connecticut Railroad Company, incorporated January 15, 1877, as a reorganization of the Dutchess and Columbia Railroad Company, incorporated September 4, 1866; and The Poughkeepsie and Eastern Railway Company, incorporated April 11, 1893, as a reorganization of The Poughkeepsie, Hartford and Boston Railroad Company, incorporated May 15, 1875.

This reorganization was pursuant to sale under foreclosure of a mortgage executed by The Poughkeepsie, Hartford and Boston Railroad Company to John P. Adrianee as trustee. The Poughkeepsie, Hartford and Boston Railroad Company was reorganized January 22, 1887, as The New York and Massachusetts Railway Company, and the latter company was consolidated April 26, 1887, with The Hudson River and Boston Railway Company, incorporated July 14, 1885, under the name of The New York and Massachusetts Railway Company. The above reorganization of The Poughkeepsie, Hartford and Boston Railroad Company was pursuant to sale under foreclosure of mortgage executed by The Poughkeepsie, Hartford and Boston Railroad Company to Edward Ellsworth as trustee, dated September 1, 1875. The Poughkeepsie, Hartford and Boston Railroad Company was incorporated May 15, 1875, as a reorganization of The Poughkeepsie and Eastern Railroad Company. This latter company was incorporated by special act passed April 13, 1866 (ch. 456). By special act passed June 2, 1883 (ch. 514), The Poughkeepsie, Hartford and Boston Railroad Company was authorized to merge and consolidate its capital stock, etc., with the capital stock, etc., "of such other railroad company or companies in either of the States of Massachusetts or Connecticut or in both of those States as shall by the construction of a line of railroad from Boston . . . to the New York state line or by completion . . . hereafter form a continuous line of railroad with the said railroad of the said The Poughkeepsie, Hartford and Boston Railroad Company, as at present constructed".

**Location of line within State:** The main line extends from Campbell Hall via Poughkeepsie bridge and Poughkeepsie to Hartford, Conn., via New York, New Haven and Hartford railroad, with main line branches Poughkeepsie to Hopewell Junction, Fishkill Landing via Hopewell Junction to State Line, Rhinecliff to Boston Corners.

**Officers:** President, Howard Elliott; Vice-President, J. H. Hustis; Secretary, A. E. Clark; Treasurer, A. S. May.

**Main business office:** Corner Water and Meadow streets, New Haven, Conn.

**Lessor Company:**

**Hartford and Connecticut Western Railroad Company:** Incorporated June 30, 1881, in accordance with a resolution (123) of the General Assembly of Connecticut passed March 31, 1881, "Incorporating the first mortgage bondholders of the Connecti-

cut Western Railroad Company as the Hartford and Connecticut Western Railroad Company". By a further resolution passed March 10, 1882 (No. 84, section 3, as amended by resolution No. 197, approved April 19, 1882), permission was given to Hartford and Connecticut Western Railroad Company to purchase the Rhinebeck and Connecticut railroad (Rhinebeck and Connecticut Railroad Company, amended certificate), incorporated June 29, 1870 (amended certificate filed January 15, 1872), under the railroad law; a similar enabling act, conferring the powers of a New York corporation, was passed by the legislature of New York, L. 1882, ch. 339. The road of this company was leased to the Central New England and Western Railroad Company August 30, 1889, and February 4, 1890.

**Officers:** President, Howard Elliott; Vice-president, J. H. Hustis; Secretary, A. E. Clark; Treasurer, A. S. May.

**Corporate office:** Corner Meadow and Water streets, New Haven, Conn.

**Central New York Southern Railroad Corporation**

**Organization:** Incorporated March 28, 1914, as a reorganization of The New York, Auburn and Lansing Railroad Company, incorporated March 16, 1900, under the railroad law. January 6, 1912, John W. Dwight and Roger B. Williams, jr., were appointed receivers of the last named company.

**Location of line:** Cayuga and Tompkins counties; extends from Auburn to Ithaca (Renwick Junction).

**Officers:** President, R. B. Williams, jr.; First Vice-president, H. W. Fitz; Secretary, H. A. Clark; Treasurer, T. P. Clancy.

**Main business office:** 109 North Tioga street, Ithaca.

**The Champlain and Saint Lawrence Railroad Company**

[Operated by Grand Trunk Railway Company of Canada.]

**Organization:** Incorporated March 6, 1851, under the railroad law.

**Location of line:** The line extends from Rouses Point, where it connects with The Delaware and Hudson Company's railroad, to Lacolle Junction (International boundary line), 1.21 miles single track, where it joins the Grand Trunk railway, of which it forms a part.

**Officers:** President, E. J. Chamberlin; Vice-president, W. W. Wainwright; Secretary and Treasurer, Frank Scott.

**Main business office:** McGill street, Montreal, Canada.

**The Connecting Terminal Rail Road Company**

**Organization:** Incorporated June 7, 1881, under the railroad law.

**Location of line:** It consists of a series of switching tracks located on what is known as the "Island," in Buffalo, and extends from a connection with the track of The Pennsylvania Railroad Company to the grain elevator and freight houses owned by The Connecting Terminal Rail Road Company.

**Officers:** President, George D. Dixon; Vice-president, James C. Evans; Secretary, Frank Staley; Treasurer, P. R. Perkins.

**Main business office:** 1000 Commercial Trust Building, Philadelphia, Penna.

**Cooperstown and Charlotte Valley Rail-road Company**

**Organization:** Incorporated April 30, 1888, under the name of The Cooperstown and Charlotte Valley Railroad Company, under the railroad law, and consolidated April 13, 1891, under the above name, with The West Davenport Rail-Road Company, incorporated February 25, 1891, under the railroad law. The line, including that of its lessor, is operated by The Delaware and Hudson Company, which owns the entire capital stock of Cooperstown and Charlotte Valley Rail-road Company, and 2094 out of 3074 shares of Cooperstown and Susquehanna Valley Rail Road Company. Revenues and expenses, traffic statistics, etc., are separately recorded, and are not included in the figures reported by The Delaware and Hudson Company.



*Location of line:* Extends from Cooperstown to Davenport Center via Charlotte Crossing.

*Officers:* President, L. F. Loree; First Vice-president, C. S. Sims; Secretary, F. M. Olyphant; Treasurer, C. A. Walker.

*Main business office:* 32 Nassau street, New York city.

*Lessor Company:*

**Cooperstown and Susquehanna Valley Rail Road Company:** Incorporated February 25, 1865, under the railroad law. See L. 1865, ch. 758 (section 13 amended L. 1875, ch. 204; and 1882, ch. 57; also sections 6, 9, 10, and 13 amended L. 1888, ch. 483); 1866, ch. 787; 1867, ch. 422; 1869, ch. 519; 1878, ch. 78; and 1885, ch. 452.

*Officers:* Vice-president, W. H. Williams; Assistant Secretary and Assistant Treasurer, F. M. Olyphant.

*Corporate office:* Cooperstown, N. Y.

**Cranberry Lake Railroad Company**

*Organization:* Incorporated under the railroad law February 24, 1902.

*Location of line:* St. Lawrence county.

*Officers:* President, Herbert C. Rich; Vice-president, H. Clarence Rich; Secretary, C. A. Rich; Treasurer, L. G. Willson.

*Main business office:* Wanakena, N. Y.

**Dansville and Mount Morris Railroad Company**

*Organization:* Incorporated October 21, 1891, as a reorganization of Erie and Genesee Valley Railroad Company, incorporated January 24, 1868, under the railroad law. A. S. Murray, jr., appointed receiver June 6 and 8, 1894.

*Location of line:* Livingston county; main line extends from Dansville to Mount Morris town line; trackage to the Erie depot at Mount Morris (leased by Avon, Genesee and Mount Morris Railroad Company to Erie Railroad Company, and sub-leased to this company).

*Officers:* President, Charles C. Hoge; Vice-president, George E. Kent; Secretary, Treasurer, and Receiver, A. S. Murray, jr.

*Main business office:* Dansville, N. Y.

**The Delaware and Hudson Company**

*Organization:* Incorporated as The President, Managers and Company of the Delaware and Hudson Canal Company by special act passed April 23, 1823 (ch. 238). The powers of a railroad corporation were conferred upon the company by special act passed May 9, 1867 (ch. 841). See also special act of Pennsylvania passed April 5, 1826 (ch. 67, L. 1825-26). Name changed to The Delaware and Hudson Company by special act passed April 28, 1899 (ch. 469). See also various special acts of Pennsylvania: namely, act approved March 13, 1823, ch. 61; April 1, 1825, ch. 78, L. 1824-25; March 12, 1859, ch. 123; April 11, 1861, ch. 275; March 24, 1870, ch. 533; May 12, 1871, ch. 701; and May 18, 1871, ch. 830.

The following companies were merged with The Delaware and Hudson Company at the dates named: The Adirondack Railway Company November 5, 1902: incorporated as The Adirondack Company October 24, 1863, in pursuance of special act passed April 27, 1863 (ch. 236), authorizing the incorporation of a railroad from some point in the county of Saratoga, up and along the valley of the upper Hudson into the wilderness in the northern part of the State; this company was reorganized July 7, 1882, as the Adirondack Railway Company; The Adirondack Company (original company) was authorized to purchase, take, and hold lands to the amount of 1,000,000 acres in the said wilderness in addition to the lands it was authorized to take under the railroad law; to convert and prepare for market the natural products of the forest; to mine and prepare for market the iron and other

ores and minerals upon its lands, and to transport, sell, and dispose of the same. The Schenectady and Duaneburgh Railroad Company August 4, 1903: organized under the railroad law July 15, 1873. The New York and Canada Railroad Company May 23, 1908: incorporated under the railroad law March 16, 1872, and consolidated April 8, 1873, with The Whitehall and Plattsburgh Railroad Company, incorporated under the railroad law April 11, 1853. The Montreal and Plattsburgh Railroad Company: a reorganization August 22, 1868, of The Plattsburgh and Montreal Railroad Company, incorporated under the railroad law March 28, 1850. The Cherry Valley, Sharon and Albany Railroad Company July 17, 1908: incorporated under special act passed April 10, 1860 (ch. 255), under the name of Cherry Valley and Sprakers Railroad Company, which name was changed by special act passed April 15, 1864 (ch. 199), to Cherry Valley and Mohawk River Railroad Company, and name again changed by special act passed April 10, 1869 (ch. 147), to the Cherry Valley, Sharon and Albany Railroad Company.

*Location of lines within State:* The main line extends from Binghamton via Albany, Troy, Schenectady, and Saratoga Springs to Rouses Point, with connection to Montreal; and main line branches to Scranton and Wilkes-Barre, Penna., Rutland, Lake George, and Lake Placid.

*Officers:* President, L. F. Loree; Vice-president, Charles A. Peabody; Secretary, F. M. Olyphant; Treasurer, C. A. Walker.

*Main business office:* 32 Nassau street, New York city.

*Lessor Companies:*

**The Albany and Susquehanna Rail Road Company:** Incorporated April 19, 1851, under the railroad law: see L. 1852, ch. 113 (section 9 amended ch. 373) and ch. 195 (section 5 amended L. 1888, ch. 481); 1856, ch. 64 (sections 1, 2, 3, 4, and 6 amended and act partially repealed L. 1857, ch. 401, section 1 of amending act repealed L. 1867, ch. 747, section 2); 1857, ch. 398; 1859, ch. 384; 1863, ch. 18 (section 1 amended L. 1864, ch. 402) and ch. 70; 1865, ch. 145; 1867, chs. 164, 747, and 932; 1871, ch. 298, section 1; 1877, ch. 18; 1879, chs. 423 and 431; 1882, ch. 55; and 1889, ch. 478. Leased February 24, 1870, and March 7, 1876, to Delaware and Hudson Canal Company.

*Officers:* President, Arthur W. Butler; Vice-president, George Wilwood Murray; Secretary and Treasurer, William L. M. Phelps.

*Corporate office:* 58 North Pearl street, Albany, N. Y.

**The Albany and Vermont Rail Road Company:** Incorporated October 6, 1859 (see L. 1863, ch. 11), as a reorganization of The Albany, Vermont and Canada Rail Road Company, incorporated November 7, 1856, as a reorganization of Albany Northern Rail Road, incorporated February 20, 1851, under the railroad law (see L. 1854, ch. 63). Leased to The Delaware and Hudson Company May 1, 1871.

*Officers:* President, Edward C. Gale; Vice-president, LeGrand C. Cramer; Secretary and Treasurer, S. S. Bullions.

*Corporate office:* 17 First street, Troy, N. Y.

**The Chateaugay and Lake Placid Railway Company:** Incorporated July 24, 1903, as a consolidation of Chateaugay Railroad Company, incorporated May 15, 1879 (see L. 1887, ch. 448). The Chateaugay Railway Company, incorporated July 13, 1887, and Saranac and Lake Placid Rail Road Company, incorporated June 13, 1890, all under the railroad law. Leased to The Delaware and Hudson Company July 1, 1905.

*Officers:* President, Smith M. Weed; First Vice-president, L. F. Loree; Secretary, F. M. Olyphant; Treasurer, C. A. Walker.

*Corporate office:* 32 Nassau street, New York city.

**The Rensselaer and Saratoga Railroad Company:** Incorporated under special act passed April 14, 1832 (ch. 131; sections 9 and 10 construed L. 1836, ch. 118, section 14; section 12 repealed L. 1886, ch. 493, section 1 paragraph 7). See also L. 1836, ch. 118; 1838, ch. 280 (amended L. 1842 ch. 232); 1853, ch. 462 (repealed L. 1909 ch. 201); 1864, ch. 107; 1872, ch. 269, section 9 (amended L. 1895, ch. 502; and 1906, ch. 290). Leased to The Delaware and Hudson Company May 1, 1871. Succeeded to the property and franchises of The Glens Falls Rail Road Company, incorporated July 26, 1867, under the railroad law (see L. 1866, ch. 626; 1867, chs. 919 and 953 [amended L. 1868, chs. 32 and 317]; 1868, ch. 334; and 1873, ch. 87). The Saratoga and Whitehall Rail Road Company (certificate of surrender of capital stock to The Rensselaer and Saratoga Railroad Company filed



October 22, 1868), incorporated June 7, 1855, as a reorganization of The Saratoga and Washington Rail-Road Company, incorporated by special act passed May 2, 1834 (ch. 249, sections 1-19, 21-26; section 12 repealed L. 1886, ch. 593, section 1 paragraph 9). See L. 1840, ch. 109; 1844, ch. 267; 1847, ch. 58; 1848, ch. 74; and 1850, ch. 149; Rutland and Washington Railroad Company, incorporated by special act of Vermont approved November 13, 1847 (No. 17). See No. 60 of 1849, and No. 252 of 1892.

*Officers:* President, LeGrand C. Cramer; Vice-president, Edward C. Gale; Secretary and Treasurer, S. S. Bullions.

*Corporate office:* 17 First street, Troy, N. Y.

**Saratoga and Schenectady Railroad Company:** Incorporated under special act passed February 16, 1831 (ch. 43, amended ch. 144. See L. 1838, ch. 282; section 12 repealed L. 1886, ch. 593, section 1 paragraph 6). Leased to The Delaware and Hudson Company May 1, 1871.

*Officers:* President, LeGrand C. Cramer; Vice-president, Edward C. Gale; Secretary and Treasurer, S. S. Bullions.

*Corporate office:* 17 First street, Troy, N. Y.

**The Ticonderoga Railroad Company:** Incorporated December 13, 1889, under the railroad law. See L. 1890, ch. 4. Leased to Delaware and Hudson Canal Company August 13, 1890.

*Officers:* President, P. W. Clement; Secretary, H. G. Smith; Treasurer, C. H. Harrison.

*Corporate office:* Clement National Bank Building, Rutland, Vt.

**West Troy and Green Island Railroad Company:** Incorporated October 15, 1870, under the railroad law. The secretary of this corporation, which is stated to be a proprietary company of The Rensselaer and Saratoga Railroad Company, reports that the road was built by "and is now owned" by The Rensselaer and Saratoga Railroad Company, and is included in the lease of that corporation's property to Delaware and Hudson Canal Company, May 1, 1871.

*Officers:* President, LeGrand C. Cramer; Vice-president, Edward C. Gale; Secretary and Treasurer, S. S. Bullions.

*Corporate office:* 17 First street, Troy, N. Y.

#### Delaware and Northern Railroad Company

**Organization:** Incorporated under the railroad law October 14, 1911, as a reorganization of Delaware and Eastern Railroad Company, incorporated November 14, 1904, under the railroad law. The line of Delaware and Eastern Railroad Company was leased to Schenectady and Margaretville Railroad Company by lease dated May 13, 1907, and was operated after consolidation by Delaware and Eastern Railway Company, incorporated May 17, 1907, by consolidation of Schenectady and Margaretville Railroad Company, incorporated under the railroad law July 28, 1906, and Hancock and East Branch Railroad Company, incorporated under the railroad law July 12, 1906.

**Location of line:** Delaware county; main line extends from Arkville, where it connects with the Ulster and Delaware railroad, to East Branch, where it connects with the New York, Ontario and Western railway.

*Officers:* President, A. M. Moreland; First Vice-president, William H. Seif; Secretary and Treasurer, C. C. Taylor.

*Main business office:* Margaretville, N. Y.

#### The Delaware, Lackawanna and Western Railroad Company

**Organization:** Originally The Liggett's Gap Railroad Company, incorporated by special act of Pennsylvania approved April 7, 1832 (ch. 134, sec. 12); name changed to The Lackawanna and Western Railroad Company by special act of Pennsylvania approved April 14, 1851 (ch. 338); and consolidated March 11, 1853, under special act of Pennsylvania approved March 11, 1853 (ch. 123), with Delaware and Cobb's Gap Railroad Company, incorporated by special act of Pennsylvania approved April 7, 1849 (ch. 470, see L. 1851), under the name of The Delaware, Lackawanna and Western Railroad Company. The following have since been consolidated with and merged into the company: Keyser Valley Railroad Company, incorporated under special act of Pennsylvania

approved March 13, 1865 (ch. 322), December 27, 1865; Nanticoke Coal and Iron Company, incorporated under special act of Pennsylvania approved April 13, 1864 (ch. 345), August 12, 1870; The Lackawanna and Bloomsburg Railroad Company, incorporated under special act of Pennsylvania approved April 5, 1852 (ch. 391), June 17, 1873; The Hanover and Newport Railroad Company, incorporated under railroad laws of Pennsylvania (act of May 16, 1861, and supplements), July 1, 1909; Bangor and Portland Railway Company, incorporated under same act and supplements, July 1, 1909.

**Location of lines within State:** The main line extends from Hoboken, N. J., to Buffalo via Scranton and Binghamton, with main line branches to Syracuse and Oswego, Utica, Ithaca, and Black Rock (the latter a switching track around Buffalo). That portion of the main line from the Pennsylvania-State line near Conklin to Buffalo is within the State, except 6.38 miles west of Waverly which are in Pennsylvania. The line from Binghamton to Buffalo is leased from The New York, Lackawanna and Western Railway Company.

*Officers:* President, W. H. Truesdale; Vice-president, E. E. Loomis; Secretary and Treasurer, A. D. Chambers.

*Main business office:* 90 West street, New York city.

#### Lessor Companies:

**The Cayuga and Susquehanna Railroad Company:** Incorporated under special act passed April 18, 1843 (ch. 221; amended L. 1846, ch. 180; 1847, ch. 150; and 1851, ch. 103; section 13 repealed L. 1886, ch. 593, section 1, paragraph 18. See L. 1850, ch. 231; and 1859, ch. 94), being a reorganization of Ithaca and Owego Rail Road Company, incorporated by special act passed January 28, 1828 (ch. 21; amended L. 1832, ch. 75, 1834, ch. 261. See L. 1838, ch. 295; amended L. 1840, ch. 344). Leased to The Delaware, Lackawanna and Western Railroad Company April 21, 1855.

*Officers:* President, M. Taylor Pyne; Vice-president, Samuel Sloan; Secretary and Treasurer, Henry R. Taylor.

*Corporate office:* 30 Pine street, New York city.

**Erie and Central New York Railroad Company:** Incorporated under the name of The Utica, Chenango and Cortland Rail Road Company April 9, 1870, under the railroad law (see L. 1872, ch. 351; 1874, ch. 438, authorizing purchase of Central Valley Rail Road Company, incorporated March 30, 1870, amended certificate June 7, 1871, in towns of Southville and Greene: 1881, ch. 83; and 1883, ch. 183). By special act passed May 10, 1883 (ch. 366), the name was changed to Erie and Central New York Railway Company (see L. 1888, ch. 205; and 1893, ch. 512), and the company was reorganized May 24, 1902, as Erie and Central New York Railroad Company. Leased to The Delaware, Lackawanna and Western Railroad Company January 1, 1913.

*Officers:* President, W. H. Truesdale; Vice-president, E. E. Loomis; Secretary and Treasurer, A. D. Chambers.

*Corporate office:* 90 West street, New York city.

**The Greene Railroad Company:** Incorporated October 18, 1869, under the railroad law.

*Officers:* President, W. H. Truesdale; Vice-President, E. E. Loomis; Secretary and Treasurer, A. D. Chambers.

*Corporate office:* 90 West street, New York city.

**The New York, Lackawanna and Western Railway Company:** Incorporated August 26, 1880, under the railroad law (amended certificates filed February 17, 1881, and April 13, 1881). See L. 1882, ch. 86; 1884, ch. 478; 1885, ch. 254; and 1905, ch. 547. The New York, Lackawanna and Western Railway of Pennsylvania was merged August 9, 1883, with The New York, Lackawanna and Western Railway Company [New York]. Leased to The Delaware, Lackawanna and Western Railroad Company October 2, 1882.

*Officers:* President, W. H. Truesdale; Vice-president, P. J. Flynn; Secretary and Treasurer, A. D. Chambers.

*Corporate office:* 90 West street, New York city.

**The Oswego and Syracuse Rail Road Company:** Incorporated under special act passed April 29, 1839 (ch. 270). See L. 1841, ch. 17; 1845, ch. 320; 1847, ch. 65 and ch. 270; section 5 repealed by railroad law; 1853, ch. 205; 1860, ch. 452; and 1864, ch. 188. Leased to The Delaware, Lackawanna and Western Railroad Company February 13, 1869.

*Officers:* President, W. H. Truesdale; Vice-president, W. S. Jenney; Secretary and Treasurer, A. D. Chambers.

*Corporate office:* 90 West street, New York city.



**Syracuse, Binghamton and New York Railroad Company:** Incorporated August 13, 1851, under the railroad law, as Syracuse and Binghamton Railroad Company; reorganized October 18, 1856, as Syracuse and Southern Railroad Company; name changed as above April 30, 1857, by special act passed March 31, 1857 (ch. 214); section 5 amended L. 1858, ch. 274, section 2, to Syracuse, Binghamton and New York Railroad Company. The Union Rail Road Company, incorporated December 4, 1856, under the railroad law, was merged pursuant to special act passed April 16, 1858 (ch. 274), authorizing the purchase of the road of the company. See L. 1836, ch. 423; 1848, ch. 203; 1852, ch. 114; and 1853, ch. 205. Leased to The Delaware, Lackawanna and Western Railroad Company September 26, 1912.

*Officers:* President, W. H. Truesdale; Vice-president, E. E. Loomis; Secretary and Treasurer, A. D. Chambers.

*Corporate office:* 90 West street, New York city.

**Utica, Chenango and Susquehanna Valley Rail Way Company:** Incorporated January 11, 1866, under the railroad law. Leased to The Delaware, Lackawanna and Western Railroad Company April 9, 1870.

*Officers:* President, W. H. Truesdale; Vice-president, E. E. Loomis; Secretary and Treasurer, A. D. Chambers.

*Corporate office:* 90 West street, New York city.

**The Valley Railroad Company:** Incorporated March 4, 1869, under the railroad law. Leased to The Delaware, Lackawanna and Western Railroad Company April 15, 1869.

*Officers:* President, W. H. Truesdale; Vice-president, E. E. Loomis; Secretary and Treasurer, A. D. Chambers.

*Corporate office:* 90 West street, New York city.

#### **Dexter and Northern Railroad Company**

*Organization:* Incorporated July 23, 1908, under the railroad law (amended certificate filed October 19, 1908).

*Location of line:* Jefferson county; extends from Dexter to Dexter Junction.

*Officers:* President, C. W. Campbell; Vice-president, J. A. Outtersen; Secretary and Treasurer, J. E. Campbell.

*Main business office:* Dexter, N. Y.

#### **The Dunkirk, Allegheny Valley and Pittsburgh Railroad Company**

[Operated by The Lake Shore and Michigan Southern Railway Company for The New York Central and Hudson River Railroad Company, lessee.]

*Organization:* Incorporated December 31, 1872, as a consolidation of the Warren and Venango Railroad Company, organized under the laws of Pennsylvania, and Dunkirk, Warren and Pittsburgh Railway Company, incorporated May 14, 1870, by consolidation of the Dunkirk, Warren and Pittsburgh Railroad Company, incorporated March 14, 1867, under the railroad law of New York, and Conewango Valley Railroad Company, organized under the laws of Pennsylvania. By order dated October 29, 1914 (amended December 12, 1914), the Commission approved a consolidation agreement dated April 29, 1914, between The New York Central and Hudson River Railroad Company, The Lake Shore and Michigan Southern Railway Company; Geneva, Corning and Southern Railroad Company; The Terminal Railway of Buffalo; The Dunkirk, Allegheny Valley and Pittsburgh Railroad Company, and other companies whose property is entirely outside of New York state, under the name of The New York Central Railroad Company.

*Location of line:* Extends from Dunkirk to Titusville, Penna., with connection for Oil City and Pittsburgh. That portion of the line within the State extends from Dunkirk to the Pennsylvania-State line near Fentonville.

*Officers:* President, Alfred H. Smith; Vice-president, William K. Vanderbilt, jr.; Secretary, Dwight W. Pardee; Treasurer, Edward L. Rossiter.

*Main business office:* Corner West Third street and St. Clair avenue, Cleveland, Ohio.

#### **Erie Railroad Company**

*Organization:* Original corporation, New York and Erie Railroad Company, organized under special act passed April 24, 1832 (L. 1832, ch. 224); reorganized May 1,

1861, and June 25, 1861, as Erie Railway Company, under special acts passed April 4, 1860 (L. 1860, ch. 160), and April 2, 1861 (L. 1861, ch. 119); reorganized as New York, Lake Erie and Western Railroad Company, upon foreclosure of Erie Railway Company second consolidated mortgage and sale thereunder, April 27, 1878 (see act passed May 11, 1874: L. 1874, ch. 430, as amended by act passed June 2, 1876: L. 1876, ch. 446); and again reorganized November 14, 1895, as Erie Railroad Company, upon foreclosure of New York, Lake Erie and Western Railroad Company second consolidated mortgage and sale thereunder November 2, 1895. The Buffalo Branch of Erie Railway Company was incorporated June 13, 1861, as a reorganization of The Buffalo and New York City Rail Road Company, incorporated by special act of New York passed May 14, 1845 (ch. 336: section 2 amended L. 1849, ch. 353; 1850, ch. 5; 1851, ch. 77: section 5 amended L. 1852, ch. 162; section 13 repealed L. 1886, ch. 593, section 1, paragraph 20; see also L. 1851, ch. 76 and ch. 117), under the name of The Attica and Hornellsville Railroad Company, new name as above assumed April 18, 1851 (L. 1851, ch. 77), and consolidated December 12, 1862, with Erie Railway Company under authority of special act of New York passed March 28, 1862 (ch. 66, sections 4 and 5).

At the dates named the following companies were merged with Erie Railroad Company: April 11, 1896, Buffalo, New York and Erie Railroad Company, incorporated October 20, 1857, under the railroad law (see L. 1858, ch. 29); November 19, 1895, The Buffalo and South Western Railroad Company, incorporated December 11, 1877, as a reorganization of Buffalo and Jamestown Railroad Company, incorporated March 23, 1872, under the railroad law; November 2, 1895, Newburgh and New York Rail Road, incorporated April 8, 1864, under the railroad law; April 11, 1896, The Suspension Bridge and Erie Junction Railroad Company, incorporated October 16, 1868, under the railroad law.

*Location of lines within State:* Main line extends from Jersey City, N. J., to Marion, O., thence by Chicago and Erie railroad to Chicago, with main line branches Hornell to Buffalo, Salamanca to Dunkirk, Youngstown to Cleveland, and Marion, O., to Cincinnati. The original main line of the Erie railroad extended from Piermont to Dunkirk.

*Officers:* President, F. D. Underwood; Vice-president, G. F. Brownell; Secretary, David Bosman; Treasurer, D. W. Bigoney.

*Main business office:* 50 Church street, New York city.

#### *Lessor Companies:*

**Avon, Geneseo and Mount Morris Railroad Company:** Incorporated February 21, 1860, as a reorganization of The Genesee Valley Rail Road Company, incorporated July 22, 1857, under the railroad law. See L. 1863, ch. 249; and L. 1871, ch. 394. Leased to Erie Railway Company in 1872. Erie Railroad Company sub-leases 2.35 miles of this company's line in Mount Morris, to Dansville and Mount Morris Railroad Company.

*Officers:* President, Josiah Antstie; Vice-president, H. P. Mills; Secretary and Treasurer, H. E. Brown.

*Corporate office:* Mount Morris, N. Y.

**Buffalo, Bradford and Pittsburgh Railroad Company:** Incorporated March 22, 1859, as a consolidation, pursuant to act passed April 6, 1858 (ch. 102; see also L. 1860, ch. 40), and an act of Pennsylvania entitled "Supplement to an act incorporating the Buffalo and Bradford Railroad Company approved by the General Assembly of Pennsylvania May 20, 1857" (No. 663), of Buffalo and Pittsburgh Rail Road Company, incorporated October 13, 1852, under the railroad law (see L. 1853, ch. 256; amended L. 1853, ch. 351; and 1850 ch. 348), and the Buffalo and Bradford Rail Road Company, incorporated under the laws of Pennsylvania. Controlled by Erie Railroad Company through stock ownership.

*Officers:* President, C. P. Eckels; Vice-president, F. D. Underwood; Secretary, David Bosman; Treasurer, D. W. Bigoney.

*Corporate office:* Bradford, Penna.



**Conesus Lake Railway Company:** Incorporated May 10, 1882, under the railroad law (see L. 1883, ch. 362). Controlled by Erie Railroad Company through stock ownership.

*Officers:* President, F. D. Underwood; Vice-president, G. A. Richardson; Secretary, David Bosman; Treasurer, D. W. Bigoney.  
*Corporate office:* Avon, N. Y.

**Elmira State Line Railroad Company:** Incorporated April 24, 1872 (amended certificate filed September 25, 1876) under the railroad law. Leased to Hugh J. Jewett as Receiver November 1, 1876.

*Officers:* President, F. D. Underwood; Vice-president, George F. Brownell; Secretary, David Bosman; Treasurer, D. W. Bigoney.

*Corporate office:* Elmira, N. Y.

**Erie and Black Rock Railroad Company:** Incorporated March 28, 1882, under the railroad law. Controlled by Erie Railroad Company through stock ownership.

*Officers:* President, F. D. Underwood; Vice-president, G. F. Brownell; Secretary, David Bosman; Treasurer, D. W. Bigoney.

*Corporate office:* Erie Depot, Exchange and Michigan streets, Buffalo, N. Y.

**Erie and Jersey Railroad Company:** Incorporated June 5, 1905, under the railroad law. June 26, 1907, Suffern Railroad Company, incorporated February 8, 1907, under the railroad law, was merged with Erie and Jersey Railroad Company. The capital stock of Erie and Jersey Railroad Company is all owned by Erie Terminals Railroad Company, whose entire capital stock is in turn owned by Erie Railroad Company. The road of Erie and Jersey Railroad Company from Graham to Highland Mills is leased to Erie Terminals Railroad Company and operated under agreement by Erie Railroad Company.

*Officers:* President, F. D. Underwood; Vice-president, G. F. Brownell; Secretary, David Bosman; Treasurer, D. W. Bigoney.

*Corporate office:* 50 Church street, New York city.

**Erie Terminals Railroad Company:** Incorporated February 8, 1907, under the laws of New Jersey. Its entire capital stock is owned by Erie Railroad Company. Its road, 1.27 miles in Edgemere, N. J., is leased to and operated by New York, Susquehanna and Western Railroad Company. It also leases from Erie and Jersey Railroad Company the road owned by that corporation, and by agreement grants Erie Railroad Company the right to operate.

*Officers:* President, F. D. Underwood; Vice-president, G. F. Brownell; Secretary, David Bosman; Treasurer, D. W. Bigoney.

*Corporate office:* Foot Pavonia avenue, Jersey City, N. J.

**Genesee River Railroad Company:** Incorporated August 23, 1905, under the railroad law. Erie Railroad Company owns entire capital stock.

*Officers:* President, F. D. Underwood; Vice-president, G. F. Brownell; Secretary, David Bosman; Treasurer, D. W. Bigoney.

*Corporate office:* 50 Church street, New York city.

**Goshen and Deckertown Railway Company:** Incorporated March 18, 1868, under the railroad law (see L. 1868, ch. 384). Leased to Erie Railway Company January 18, 1872.

*Officers:* President, G. W. Murray; Vice-president, Secretary, and Treasurer, C. S. Young.

*Corporate office:* Main street, Goshen, N. Y.

**Middletown and Crawford Railroad Company:** Incorporated August 3, 1868, under the railroad law. Supplemental certificates filed September 28, 1889, and September 26, 1890. See L. 1868, ch. 783: section 11 repealed L. 1886, ch. 593; section 1 paragraph 43, L. 1871, ch. 298, section 4; and ch. 453. Leased to New York, Lake Erie and Western Railroad Company January 30, 1882.

*Officers:* President, F. D. Underwood; Vice-president, G. F. Brownell; Secretary, David Bosman; Treasurer, D. W. Bigoney.

*Corporate office:* 50 Church street, New York city.

**Montgomery and Erie Railway Company:** Incorporated January 2, 1866, under the railroad law. See L. 1867, ch. 387, section 10 part, and 14 repealed L. 1886, ch. 593, section 1 paragraph 42. Leased to Erie Railway Company December 16, 1871: to New York, Lake Erie and Western Railroad Company April 12, 1881, and April 22, 1886.

*Officers:* President, G. W. Murray; Vice-president, J. Booth; Secretary and Treasurer, C. S. Young.

*Corporate office:* Main street, Goshen, N. Y.

**Northern Railroad Company of New Jersey:** Incorporated by special act of New Jersey passed February 9, 1854, ch. 33 (see L. 1855, ch. 27; 1856, ch. 18; 1858, ch. 89; 1860, chs. 4 and 91; 1862, ch. 1; 1865, chapter 225; and 1866, ch. 41). See special act of New York passed April 15, 1858 (ch. 253), authorizing extension to Piermont. Leased to Erie Railroad Company June 1, 1899.

*Officers:* President, F. D. Underwood; Vice-president, G. A. Richardson; Secretary, David Bosman; Treasurer, D. W. Bigoney.

*Corporate office:* Englewood, N. J.

**Nyack and Northern Railroad Company:** Incorporated November 25, 1868, under the railroad law. Its property was sold under foreclosure in 1894 to Nyack and Southern Railroad Company, which leases its railroad and other property to Northern Railroad Company of New Jersey, the latter sub-leasing to Erie Railroad Company. Nyack and Northern Railroad Company stock of \$74,800 has never been canceled, and the company now stands with no property but with obligations in the form of \$750,000 matured bonds and \$31,326 deferred credit items. The bonds are owned by Northern Railroad Company of New Jersey and are pledged under its general mortgage. Nyack and Northern Railroad Company does not have income from any source.

*Officers:* President, F. D. Underwood; Vice-president, G. F. Brownell; Secretary, David Bosman; Treasurer, D. W. Bigoney.

*Corporate office:* Nyack, N. Y.

**Nyack and Southern Railroad Company:** Incorporated June 12, 1879, under the railroad law. Acquired by purchase at foreclosure sale the road of Nyack and Northern Railroad Company, which it leases to its proprietary corporation, Northern Railroad Company of New Jersey. The latter in turn leases it to Erie Railroad Company.

*Officers:* President, F. D. Underwood; Vice-president, G. F. Brownell; Secretary, David Bosman; Treasurer, D. W. Bigoney.

*Corporate office:* 50 Church street, New York city.

**The Nypano Railroad Company:** Incorporated March 23, 1896 (in New York), as a reorganization under the laws of New York, Pennsylvania, and Ohio of The New York, Pennsylvania & Ohio Rail Road Company, a corporation of the States of New York, Ohio, and Pennsylvania, incorporated April 15, 1880 (in New York), as a reorganization of The Atlantic and Great Western Railroad Company, a corporation of the States of New York, Pennsylvania, and Ohio, incorporated (in New York) November 20, 1871, as a consolidation of The Atlantic and Great Western Railway Company of Ohio, and The Atlantic and Great Western Railway Company of New York and Pennsylvania, incorporated (in New York) November 7, 1871, as a consolidation of The Atlantic and Great Western Railway Company of Pennsylvania, a Pennsylvania corporation, and The Atlantic and Great Western Railway Company of New York, incorporated October 3, 1871, as a reorganization of The Atlantic and Great Western Railway Company, incorporated October 3, 1865, as a consolidation pursuant to L. 1865, ch. 614, of The Atlantic and Great Western Rail Road Company in New York, incorporated May 18, 1859 (see L. 1860, ch. 234), The Buffalo Extension of The Atlantic and Great Western Railway Company, incorporated May 19, 1864, The Atlantic and Great Western Railroad Company of Pennsylvania (a Pennsylvania corporation), and The Atlantic and Great Western Railroad Company, a corporation of the State of Ohio.

*Officers:* President, F. D. Underwood; Vice-president, G. F. Brownell; Secretary, David Bosman; Treasurer, D. W. Bigoney.

*Corporate office:* 121 Euclid avenue, Cleveland, Ohio.

**Rochester and Genesee Valley Rail Road:** Incorporated July 2, 1851, under the railroad law. Leased to Buffalo, New York and Erie Railroad Company July 1, 1871.

*Officers:* President, C. H. Bahecock; Vice-president, D. D. Sully; Secretary and Treasurer, Josiah Austin.

*Corporate office:* 220 North Water street, Rochester, N. Y.

**The Union Rail Road Company:** Incorporated January 20, 1851, under the railroad law. Leased September 10, 1852, to New York and Erie Railroad Company.

*Officers:* President, William Barbour; Secretary and Treasurer, Robert I. Hopper.

*Corporate office:* 66 Broadway, New York city; 150 Market street, Paterson, N. J.

#### Fonda, Johnstown and Gloversville Railroad Company

*Organization:* Incorporated under the name of The Fonda, Johnstown and Gloversville Rail Road Company January 17, 1867, under the railroad law (articles legalized and confirmed by special act passed April 24, 1867, ch. 716); and was consolidated December 23, 1902, with Amsterdam Street Rail Road Company, incorporated February 5, 1873, and with Cayadutta Electric Railroad Company, incorporated February 27, 1892, under the name of Fonda, Johnstown and Gloversville Railroad Company. Cayadutta Electric Railroad Company was consolidated December 13, 1893, with The Gloversville Street Electric Railroad Company, incorporated under the railroad law January 19, 1891.

*Location of line operated by steam:* Montgomery and Fulton counties; main line extends from Fonda to Northville.



For location of line operated by electricity see Electric Railroad Corporations.

*Officers:* President, J. Ledlie Hees; First Vice-president, Gustav Levor; Secretary, Frank Burton; Treasurer, Lyman K. Brown.

*Main business office:* 102 West Fulton street, Gloversville, N. Y.

*Lessor Company:*

**The Gloversville and Broadalbin Railroad Company:** Incorporated April 25, 1895, under the railroad law. Leased to Fonda, Johnstown and Gloversville Railroad Company August 1, 1895.

*Officers:* President, W. H. Collins; Vice-president, W. H. Dailey; Secretary and Treasurer, L. K. Brown.

*Corporate office:* 102 West Fulton street, Gloversville, N. Y.

**Fulton Chain Railway Company**

*Organization:* Incorporated February 25, 1902, as a reorganization of Fulton Chain Railroad Company, incorporated January 20, 1896, under the railroad law.

*Location of line:* Herkimer county; extends from Fulton Chain to Old Forge.

*Officers:* President, William Seward Webb; Vice-president, William Pierson Hamilton; Secretary, Charles E. Snyder; Treasurer, Thomas J. Regan.

*Main business office:* Grand Central Terminal, New York city.

**Genesee and Wyoming Railroad Company**

*Organization:* Incorporated March 24, 1899, as a reorganization of Genesee and Wyoming Valley Railroad Company, incorporated April 27, 1891, under the railroad law. July 30, 1912, the Commission approved a lease of Halite and Northern railroad to Genesee and Wyoming Railroad Company.

*Location of line:* Livingston county; extends from Pittsburgh and Lehigh Junction, where it connects with the Lehigh Valley railroad and Buffalo, Rochester and Pittsburgh railway, to Retsof; and from Retsof Junction, where it connects with the Pennsylvania railroad, via Retsof to Greigsville, where it connects with the Delaware, Lackawanna and Western railroad. The Halite and Northern railroad is operated as the "South Branch," from Halite to Coverdale.

*Officers:* President, Mortimer B. Fuller; Vice-president, M. M. Belding, jr.; Secretary and Treasurer, W. H. Barnard.

*Main business office:* Scranton, Penna.

*Lessor Company:*

**Halite and Northern Railroad Company:** Incorporated November 29, 1910, under the railroad law (operated under agreement dated July 29, 1912).

*Officers:* President, William A. Hazard; Vice-president and Treasurer, Edward W. Brown; Secretary, Duncan A. Holmes.

*Corporate office:* 29 Broadway, New York city.

**Glenfield and Western Railroad Company**

*Organization:* Incorporated August 6, 1901, under the railroad law.

*Location of line:* Lewis county; extends from Glenfield, where it connects with the Rome, Watertown and Ogdensburg division of the New York Central and Hudson River railroad, to Monteola.

*Officers:* President, G. H. P. Gould; Secretary and Treasurer, James E. Campbell.

*Main business office:* Dexter, N. Y.

**Grand Trunk Railway Company of Canada**

See The Champlain and Saint Lawrence Railroad Company and The United States and Canada Railroad Company.

**Greenwich and Johnsonville Railway Company**

*Organization:* Incorporated October 13, 1866, as The Union Village and Johnsonville Railroad Company, under

the railroad law; name changed March 26, 1874, to Greenwich and Johnsonville Railroad Company; reorganized September 10, 1879, as Greenwich and Johnsonville Railway Company, and consolidated August 12, 1903, with Battenkill Railroad, incorporated December 15, 1902, under the railroad law. The Salem branch, Greenwich to Greenwich Junction, was sold to The Delaware and Hudson Company May 17, 1911, and is operated by that company.

*Location of line:* Rensselaer and Washington counties; main line extends from Johnsonville, where it connects with Boston and Maine Railroad, to Schuylerville.

*Officers:* President, I. C. Blandy; Vice-president, C. S. Sims; Secretary, F. M. Olyphant; Treasurer, C. A. Walker.

*Main business office:* Greenwich, N. Y.

**The Island Railroad Company**

*Organization:* Incorporated September 1, 1883, under the railroad law.

Returns not tabulated. The capital stock of this corporation is owned by Mutual Terminal Company of Buffalo, and the entire stock of Mutual Terminal Company of Buffalo is owned or controlled by The New York Central and Hudson River Railroad Company; The Delaware, Lackawanna and Western Railroad Company, Lehigh Valley Railroad Company, and Erie Railroad Company, each of which owns \$15,000 par value; the bonds of this corporation are also owned by the above four stockholders in varying amounts. The respondent states that it has right of possession to several tracks ranging from 900 to 1200 feet in length, used exclusively as warehouse tracks, on which cars are placed for loading and unloading; the property being held under grant for 990 years. The balance sheet as of June 30, 1913, shows the cost of road to have been \$199,000, with capital stock outstanding of \$200,000, leaving a corporate deficit of \$1000. No dividends have ever been declared on capital stock. No income or profit and loss account is shown, and the report filed contains no further information of importance.

*Location of line:* Erie county; consists of a series of switching tracks extending from a connection with the Buffalo Creek railroad near Ganson street, Buffalo, to the Mutual Transit Company's warehouse and the Mutual Terminal Company's elevator.

*Officers:* President, Charles M. Heald; Secretary and Treasurer, F. H. Silvernail.

*Main business office:* 1300 Chamber of Commerce, Buffalo, N. Y.

**Jamestown, Westfield and Northwestern Railroad Company**

*Organization:* Incorporated December 4, 1913, as a reorganization of Jamestown, Chautauqua and Lake Erie Railroad Company, incorporated September 25, 1900, under the railroad law, and of Jamestown and Chautauqua Railway Company, incorporated December 30, 1898, as a reorganization of The Jamestown and Lake Erie Railway Company, incorporated October 11, 1894, as a reorganization of Chautauqua Lake Railway Company, incorporated July 29, 1885, and consolidated under the same name December 29, 1886, with The Jamestown Short Line Railway Company, incorporated May 25, 1886, under the railroad law, and Westfield and Chautauqua Railroad Company, incorporated July 8, 1886, under the railroad law and an act to facilitate the construction of narrow gauge railroads. George Bullock was appointed receiver of Jamestown, Chautauqua and Lake Erie Railroad Company November 14, 1911, and the road was operated by him until November 7, 1913. It was operated by the purchasers at the foreclosure sale until December 8, 1913, at which date the reorganized corporation took possession.

Returns not tabulated. For year ended June 30, 1914, company reported as a steam railroad corporation. Its report was received too late for figures from it to be included in the tabulated abstracts. June 30, 1914, it was changing its motive power from steam to electricity, and has since completed the electrification of its road, so that its report for 1914-15 will be made as an electric railroad corporation. The important features of its report may be summarized as follows: Capitalization,

\$200,000 par value common stock; no bonded debt. An inventory and appraisal of the physical property acquired by the reorganized company is in process, meanwhile it is put at the nominal figure of \$200,000. The balance sheet June 30, 1914, shows —

<i>Assets Side:</i>	
Road and equipment.....	\$200,374
Working assets and accrued income.....	32,395
Deferred debits.....	714
Profit and loss balance.....	2,253
	<hr/>
	\$235,736
<i>Liabilities Side:</i>	
Capital stock.....	\$200,000
Working and accrued liabilities.....	35,736
	<hr/>
	\$235,736
The Income account December 8, 1913, to June 30, 1914, shows —	
Rail operations, revenues.....	\$52,234
expenses.....	43,779
	<hr/>
Net revenue.....	\$8,455
Railway tax accruals.....	3,600
	<hr/>
Railway operating income.....	\$4,855
Other income.....	197
	<hr/>
Gross income.....	\$5,052
Deductions from gross income:	
Hire of equipment.....	\$7,065
Joint facility rents.....	117
Miscellaneous rents.....	123
	<hr/>
	7,305
Net loss.....	<hr/>
	\$2,253

*Location of line:* Chautauqua county; extends from Jamestown to Westfield.

*Officers:* President, A. N. Broadhead; First Vice-president and Treasurer, S. B. Broadhead; Secretary, W. R. Reynolds.

*Main business office:* Fairmount avenue and West 8th street, Jamestown, N. Y.

#### **Kanona and Prattsburgh Railroad Company**

*Organization:* Incorporated under the railroad law April 13, 1897, as a reorganization of Kanona and Prattsburgh Railroad Company, incorporated April 2, 1886.

*Location of line:* Steuben county; extends from Kanona, where it connects with the Rochester division of Erie railroad, to Prattsburgh.

*Officers:* President, Jacob C. Klinek; Vice-president, Bertram Cruger; Secretary and Treasurer, J. Walter Benson.

*Main business office:* 49 Wall street, New York city.

#### **The Keeseville, Ausable Chasm and Lake Champlain Railroad Company**

*Organization:* Incorporated April 4, 1889, under the railroad law.

*Location of line:* Extends from Keeseville to Port Kent.

*Officers:* President, M. J. Callanan; Vice-president, C. H. Prescott; Secretary, J. J. Long; Treasurer, E. K. Romeyn.

*Main business office:* Keeseville, N. Y.

#### **Lake Champlain and Moriah Railroad Company**

*Organization:* Incorporated December 4, 1867, under an act entitled "An act to facilitate the construction of railroads and tram roads within the counties of Essex and Clinton and authorize the formation of companies therefor," passed April 14, 1865 (ch. 448, section 1 amended L. 1877, ch. 356; and 1888, ch. 324; see also L. 1868, ch. 364; L. 1872, ch. 501).

*Location of line:* Essex county; extends from Port Henry on Lake Champlain, where it connects with The Delaware and Hudson Company's railroad, to Mineville.

*Officers:* President, Frank S. Witherbee; First Vice-president, Moses Taylor; Secretary and Treasurer, Henry W. Brinsmade.

*Main business office:* Room 1801, 2 Rector street, New York city.

#### **The Lake Shore and Michigan Southern Railway Company**

*Organization:* Incorporated August 14, 1869, pursuant to the laws of the States of New York, Pennsylvania, Ohio, Michigan, Indiana, and Illinois, as a consolidation of The Buffalo and Erie Railroad Company and Lake Shore and Michigan Southern Railway Company, under the name of The Lake Shore and Michigan Southern Railway Company. The Buffalo and State Line Railroad Company, incorporated October 13, 1849, under special act passed April 12, 1848 (ch. 301), authorizing the incorporation of a railroad from Buffalo to the Pennsylvania-State line (by special act passed April 13, 1857 [ch. 362], the Buffalo and State Line Railroad Company was authorized to lease the Erie and North East Railroad Company, and by special act passed March 9, 1867 [ch. 66], to consolidate with that company), and The Erie and North East Railroad Company, incorporated by special act of Pennsylvania passed April 12, 1842 (ch. 92), were consolidated under the name of The Buffalo and Erie Railroad Company June 27, 1867, pursuant to the laws of the States of New York and Pennsylvania. The Cleveland, Painesville and Ashtabula Railroad Company, incorporated by special act of Ohio passed February 18, 1848 (L. 1847-8, p. 184), and the Cleveland and Toledo Railroad Company, formed July 15, 1853, by consolidation under the laws of Ohio, of Junction Railroad Company, incorporated by special charter of Ohio passed March 2, 1846 (L. 1845-6, p. 284), The Toledo, Norwalk and Cleveland Railroad Company, created by special charter of Ohio passed March 7, 1850 (L. 1849-50, p. 316), and Port Clinton Railroad Company, incorporated October 6, 1852, under the railroad law of Ohio of May 1, 1852 (L. 1852, p. 274), were consolidated under the name of The Lake Shore Railway Company in March, 1869, pursuant to the laws of the States of Ohio and Pennsylvania; and the Lake Shore Railway Company and The Michigan Southern and Northern Indiana Railroad Company were consolidated under the name of The Lake Shore and Michigan Southern Railway Company in May, 1869, pursuant to the laws of the States of Pennsylvania, Ohio, Michigan, Indiana, and Illinois. The Michigan Southern and Northern Indiana Railroad Company was organized April 15, 1855, by a consolidation under the laws of the States of Illinois, Indiana, and Michigan, of the following companies: Michigan Southern Railroad Company, created by special charter of Michigan passed May 9, 1846 (ch. 113); The Erie and Kalamazoo Railroad Company, organized by special charter of Michigan passed April 22, 1833 (Private Laws 1833, p. 78), and leased in perpetuity to the Michigan Southern Railroad Company May 25, 1849; Northern Indiana Railroad Company, organized July 8, 1853, under the laws of the States of Ohio and Indiana by the consolidation of the Northern Indiana Railroad Company of Indiana, chartered by the State of Indiana February 6, 1835, under the name of Buffalo and Mississippi Railroad Company, and the Northern Indiana Railroad Company (Ohio), created by special charter of Ohio passed March 3, 1851 (L. 1850-51, p. 439).

By order of the Commission dated October 29, 1914 (amended December 12, 1914), the Commission approved a consolidation agreement dated April 29, 1914, between The New York Central and Hudson River Railroad Company, The Lake Shore and Michigan Southern Railway Company, Geneva, Corning and Southern Railroad Company, The Terminal Railway of Buffalo, The Dunkirk, Allegheny



Valley and Pittsburgh Railroad Company; Chicago, Indiana and Southern Railroad Company; Detroit and Chicago Railroad Company; Detroit, Monroe and Toledo Railroad Company; Kalamazoo and White Pigeon Railroad Company, The Northern Central Michigan Railroad Company, and The Swan Creek Railway Company of Toledo, under the name of The New York Central Railroad Company.

*Location of line within State:* The main line extends from Buffalo to Chicago, Ill., via Cleveland and Toledo, Ohio; with main line branches to Oil City and Clearfield, Penna.; Fort Wayne, Ind.; Detroit, Jackson, Grand Rapids, and Lansing, Mich.

*Officers:* President, Alfred H. Smith; Vice-president, William K. Vanderbilt, jr.; Secretary, Dwight W. Pardee; Treasurer, Milton S. Barger.

*Main business office:* West Third street and St. Clair avenue, Cleveland, Ohio.

#### **The Lehigh and Hudson River Railway Company**

*Organization:* Formed by consolidation April 1, 1882, of Lehigh and Hudson River Railroad Company (a corporation incorporated under the railroad laws of New Jersey, into which the Pequest and Wallkill Railroad Company, incorporated by special act of New Jersey passed February 23, 1866 [ch. 53], had been merged May 16, 1881) and The Warwick Valley Railroad Company, incorporated under the railroad law March 8, 1860, with which the Wawayanda Railroad Company, incorporated under the railroad laws of New Jersey, had been consolidated May 27, 1880. By special act passed April 16, 1866 (ch. 620). The Warwick Valley Railroad Company was authorized to extend its road in the town of Warwick to the New Jersey-State line. The Orange County Railroad Company, incorporated December 3, 1888, was consolidated with The Lehigh and Hudson River Railway Company under the name of the latter May 22, 1907. The South Easton and Phillipsburg Railroad Company of New Jersey and the South Easton and Phillipsburg Railroad Company of Pennsylvania were consolidated with The Lehigh and Hudson River Railway Company April 2, 1912.

*Location of line within State:* The main line extends from Maybrook, N. Y., to Belvidere, N. J., and from Phillipsburg, N. J., to Easton, Penna.

*Officers:* President, Lewis A. Riley; Vice-president, Morris Rutherford; Secretary and Treasurer, John Sayer.

*Main business office:* Warwick, N. Y.

#### **Lehigh and New England Railroad Company**

*Organization:* Organized July 1, 1895, under the laws of New Jersey and Pennsylvania, as a reorganization of Pennsylvania, Poughkeepsie and Boston Railroad Company, incorporated under the railroad laws of New Jersey and Pennsylvania September 7, 1887, in turn also a reorganization of Pennsylvania, Slatington and New England Railroad Company, organized under the laws of New Jersey and Pennsylvania. Pennsylvania, Slatington and New England Railroad Company was a merger and consolidation by agreement dated June 20, 1881, under laws of New Jersey (ch. 178) of 1881, and of Pennsylvania (No. 35) of 1865, of the Pennsylvania and New England Railroad Company (New Jersey Division) organized under special act of New Jersey approved March 13, 1873 (ch. 246), under the name of The South Mountain and Boston Railroad Company (name afterward changed as above), and Delaware and Slatington Railroad Company, organized in 1882 under the railroad law of Pennsylvania. December 1, 1913, Lehigh and New England Railroad Company commenced operation of the line of Panther Creek Railroad Company (Pennsylvania corporation) merged into Lehigh and New England

Railroad Company November 28, 1913. A company of the same name, Pennsylvania, Poughkeepsie and Boston Railroad Company, was incorporated December 31, 1887, under the railroad law, as a consolidation of Poughkeepsie, Hartford and New England Railroad Company, incorporated September 10, 1887, under the railroad law, and Poughkeepsie and Southwestern Railroad Company, incorporated March 9, 1883, under the railroad law.

*Location of line within State:* Extends from Campbell Hall and Goshen, via trackage right (Eric railroad), to Pine Island Junction, thence over the line of Campbell Hall Connecting railway, which it operates by contract, to the state line, thence over its own line to Swartswood Junction, N. J.

*Officers:* President, S. D. Warriner; Vice-president, Rollin H. Wilbur; Secretary, H. F. Baker; Treasurer, Henry H. Pease.

*Main business office:* 437 Chestnut street, Philadelphia, Penna.

#### *Lessor Companies:*

**Campbell Hall Connecting Railroad Company:** Incorporated April 3, 1889, under the railroad law. Capital stock owned by Lehigh and New England Railroad Company.

*Officers:* President, Samuel D. Warriner; Vice-president, Rollin H. Wilbur; Secretary and Treasurer, H. F. Baker.

*Corporate office:* 143 Liberty street, New York city.

**Pochuck Railroad Company:** Incorporated April 23, 1897, under the railroad law. Capital stock owned by Lehigh and New England Railroad Company.

*Officers:* President, S. D. Warriner; Vice-president, R. H. Wilbur; Secretary and Treasurer, H. F. Baker.

*Corporate office:* 143 Liberty street, New York city.

#### **Lehigh Valley Railroad Company**

*Organization:* Incorporated by special act of Pennsylvania passed April 21, 1846 (ch. 422, see L. 1848), letters patent dated September 20, 1847, under the name of Delaware, Lehigh, Schuylkill and Susquehanna Railroad Company. By act passed January 7, 1853 (ch. 1), the name was changed to Lehigh Valley Railroad Company. It was consolidated July 8, 1864, with Beaver Meadow Railroad Company, incorporated by special act passed April 7, 1830 (ch. 194, L. 1829-30), as Beaver Meadow Railroad and Coal Company. Also consolidated August 5, 1864, with Penn Haven and White Haven Railroad Company, incorporated by special act passed May 4, 1857 (ch. 737, see L. 1859); with Lehigh and Mahanoy Railroad Company June 20, 1866; with Hazelton Railroad Company May 25, 1868, incorporated as The Hazelton Coal Company by special act passed March 18, 1836 (ch. 47), name changed by special act passed March 9, 1865 (ch. 302), to the Hazelton Railroad Company; and with Lehigh-Luzerne Railroad Company June 16, 1868, incorporated by special act passed March 23, 1854 (ch. 599, see L. 1856), as Jeddo and Carbon County Railroad Company. change of name authorized to The Lehigh and Luzerne Railroad Company by special act passed February 12, 1856 (ch. 57), and to Lehigh-Luzerne Railroad Company by act passed April 8, 1857 (ch. 218).

*Location of lines within State:* The Lehigh Valley railroad (Pennsylvania corporation) extends from Jersey City, N. J., to Buffalo, with main line branches within the State as follows: The Lehigh and New York branch, Sayre, Penna., near Pennsylvania-State line, to North Fair Haven; Ithaca branch, Van Etten Junction to Geneva Junction; Auburn and Ithaca branch, Ithaca to Auburn; also branches from the main line to Rochester, and from Buffalo to Niagara Falls; Elmira and Cortland branch extends from Elmira to Camden via Van Etten. Main line within the State extends from the Pennsylvania-State line to Buffalo, and is leased from The Lehigh Valley Railroad Company (New York corporation).



*Officers:* President, E. B. Thomas; Vice-president, J. A. Middleton; Secretary, D. G. Baird; Treasurer, J. M. Baxter.

*Main business office:* 228 South 3rd street, Philadelphia, Penna.

*Lessor Companies:*

**Lehigh and New York Railroad Company:** Incorporated August 24, 1895, as a reorganization of The Southern Central Rail Road, incorporated November 17, 1865, under the railroad law. See L. 1866, ch. 433 (section 9 and part section 19 repealed L. 1886, ch. 593, section 1 paragraph 4); 1867, chs. 377 and 918; 1868, ch. 173; 1869, ch. 273, section 220; 1870, ch. 245; 1873, chs. 145 and 498; 1875, ch. 71 and ch. 511 (section 2 amended L. 1879, ch. 97); 1876, chs. 104, 140, 228, and 238; and 1880, ch. 281. Leased to Lehigh Valley Railroad Company August 24, 1895.

*Officers:* President, E. B. Thomas; Vice-president, J. A. Middleton; Secretary, D. G. Baird; Treasurer, J. M. Baxter.

*Corporate office:* 1330 Marine Bank Building, Buffalo, N. Y.

**The Lehigh Valley Rail Way Company:** Incorporated March 23, 1882, under the name of Lehigh Valley Railway Company, under the railroad law. June 23, 1890, it was consolidated with Geneva and Van Etenville Railway Company, incorporated March 7, 1889, and Buffalo and Geneva Railway Company, incorporated February 28, 1889, and its name changed as above. May 13, 1890, The Geneva and Sayre Railroad Company, and Auburn and Ithaca Railway Company, incorporated October 8, 1889, under the railroad law, surrendered their capital stock and were merged into Geneva and Van Etenville Railway Company. The Geneva and Sayre Railroad Company was incorporated August 28, 1889, as a reorganization of The Geneva, Ithaca and Sayre Railroad Company, incorporated October 2, 1876, as a reorganization (both companies also consolidated May 25, 1874, under the name Geneva, Ithaca and Athens Railroad Company) of Ithaca and Athens Railroad, incorporated December 22, 1865, under the name of The Ithaca and Towanda Rail Road Company (see L. 1866, ch. 645; section 15 amended L. 1867, ch. 872), and name changed as above by special act passed February 18, 1870 (ch. 23; see also L. 1873, ch. 510; and 1877, ch. 382), and of The Geneva and Ithaca Rail Road Company (a reorganization of two companies above), incorporated June 7, 1870, under the railroad law (see L. 1873, ch. 800); The Geneva, Ithaca and Sayre Railroad Company merged April 16, 1879, pursuant to L. 1879, ch. 73; The Cayuga Southern Railroad Company, incorporated December 3, 1877, as a reorganization of The Cayuga Lake Railroad Company, incorporated July 1, 1867 (amended certificate filed November 3, 1871, and also previously reorganized October 1, 1874, on foreclosure of a second mortgage as The Cayuga Railway Company). Leased to Lehigh Valley Railroad Company January 1, 1891.

On the following dates the following companies were merged into The Lehigh Valley Rail Way Company: August 3, 1903, The Depew and Tonawanda Railroad Company, incorporated June 15, 1895. Rochester Southern Railroad Company, incorporated August 14, 1895, by consolidation of The Rochester and Southern Railroad Company, incorporated May 7, 1895, and The Rochester and Honeoye Valley Railroad Company, incorporated January 14, 1888, under the railroad law. Middlesex Valley Railroad Company, incorporated May 11, 1892. The Seneca County Railway, incorporated February 24, 1891. The Waverly and State Line Railway Company, incorporated June 11, 1867. February 17, 1905, The Elmira, Cortland and Northern Railroad Company, incorporated March 7, 1884. April 30, 1890, The Canal Railroad Company surrendered its capital stock to The Elmira, Cortland and Northern Railroad Company; and February 7, 1905, The Canastota Northern Railroad Company, incorporated March 24, 1886, also surrendered its capital stock and was merged. The Elmira, Cortland and Northern Railroad Company purchased from Austin Corbin and another the line of the Utica, Ithaca and Elmira Railroad Company, incorporated October 25, 1871, as a consolidation of Ithaca and Cortland Rail Road Company, incorporated July 21, 1869, and Utica, Horsehead and Elmira Rail Road Company, incorporated April 2, 1870. Utica, Ithaca and Elmira Railroad Company was reorganized May 10, 1878, as The Utica, Ithaca and Elmira Railway Company of the State of New York. (See L. 1872, ch. 594; and 1873, ch. 834.) This company also purchased from the same parties the lease of The Canal Railroad Company, and lease of line extending from Cortland to De Ruyter owned by New York, Ontario and Western Railway Company; also the line of road extending from De Ruyter to Canastota formerly owned by The Cazenovia, Canastota and De Ruyter Rail Road Company, incorporated June 17, 1873, as a consolidation of The Cazenovia and Canastota Railway Company, incorporated March 4, 1873, as a reorganization of Cazenovia and Canastota Rail Road Company, incorporated January 22, 1868, and Cazenovia and De Ruyter Rail Road Company, incorporated January 26, 1872. The Canal Railroad Company,

incorporated April 26, 1878. June 26, 1907, The Lehigh and Lake Erie Railroad Company, incorporated May 7, 1896.

*Officers:* President, E. B. Thomas; Vice-President, J. A. Middleton; Secretary, D. G. Baird; Treasurer, J. M. Baxter.

*Corporate office:* 1330 Marine Bank Building, Buffalo, N. Y.

**The Long Island Railroad Company**

*Organization:* Incorporated by special act passed April 24, 1834 (ch. 178). By special act passed April 2, 1836 (ch. 94), the demise or lease of The Brooklyn and Jamaica Railroad, incorporated by special act passed April 25, 1832 (ch. 256), to The Long Island Railroad Company was authorized, and the construction of a branch to lead from Brooklyn and Jamaica railroad to a suitable point on the East river in "the village of" Williamsburgh authorized to be deemed performance of obligation to make its road from Greenport to Brooklyn and Williamsburgh. By special act passed May 16, 1836 (ch. 358), a branch to Hempstead was authorized. By special act passed June 28, 1851 (ch. 306), The Long Island Railroad Company was authorized to furnish rails for branch from Hicksville toward Cold Spring Harbor and to use branch when constructed. Special act passed April 18, 1859 (ch. 484), relates to construction and operation in Atlantic street, Brooklyn. (See L. 1860, ch. 100.) By special act passed March 12, 1860 (ch. 65), the extension of its line from Jamaica to the East river at or near Hunters Point, and purchase of New York and Jamaica railroad, incorporated September 3, 1859, under the railroad law, were authorized. December 6, 1912, The Jamaica and South Shore Rail Road Company, incorporated December 18, 1903, as a reorganization of New York and Rockaway Rail Road Company, incorporated December 30, 1870, under the railroad law, was merged into The Long Island Railroad Company.

*Location of lines:* Main line extends from Long Island City to Greenport, and the Montauk division from Long Island City to Montauk, with terminals at Atlantic avenue, Brooklyn (Nassau Electric railroad, leased line), and Bay Ridge; and with branches to Manhattan Beach, Rockaway Beach, Long Beach, Oyster Bay, Wading River, etc.

*Officers:* President, Ralph Peters; Vice-president, Henry Tatnall; Secretary, Frank E. Haff; Treasurer, J. F. Fahnestock.

*Main business office:* Broad Street Station, Philadelphia, Penna.

*Lessor Companies:*

**The Long Island Railroad Company, North Shore Branch:** Incorporated July 14, 1892, under the railroad law; consolidated September 23, 1892, with The Smithtown and Port Jefferson Rail Road Company, incorporated June 9, 1870, under the railroad law, under the name of the former company. Leased to The Long Island Railroad Company July 1, 1904.

*Officers:* President, Ralph Peters; Vice-president, C. L. Addison; Secretary, Frank E. Haff; Comptroller, C. M. Bunting.

*Corporate office:* Jamaica, N. Y.

In addition to the foregoing, The Long Island Railroad Company leases within the First Public Service District from the following companies: The Nassau Electric Railroad Company; The New York, Brooklyn and Manhattan Beach Railway Company; The Glendale and East River Railroad Company; Canarsie Railroad Company; and The New York and Rockaway Beach Railway Company.

**The Lowville and Beaver River Railroad Company**

*Organization:* Incorporated September 17, 1903, under the railroad law.

*Location of line:* Lewis county; extends from Lowville, where it connects with the Rome, Watertown and Ogdensburg division of the New York Central and Hudson River railroad, to Croghan.

*Officers:* President, J. S. Bowen; Secretary, G. A. Blackmon; Treasurer, Frederiek S. Easton.

*Main business office:* Shady avenue, Lowville, N. Y.



**Marcellus and Otisco Lake Railway Company**

*Organization:* Incorporated under the railroad law May 25, 1905.

*Location of line:* Onondaga county; Martisco to Otisco Lake.

*Officers:* President, Frederick McOwen; Vice-president, Sylvester S. Marvin; Secretary and Treasurer, F. B. Snyder.

*Main business office:* Marcellus, N. Y.

**The Massena Terminal Railroad Company**

*Organization:* Incorporated May 1, 1900, under the railroad law.

*Location of line:* Connects with the main line of Rome, Watertown and Ogdensburg division of the New York Central and Hudson River railroad at Massena Springs, and extends to the power plant of the Aluminum Company of America on LaGrasse river, with branch to power house of St. Lawrence River Power Company.

Information on file with the Commission shows that the road is operated by The New York Central and Hudson River Railroad Company as agent of The Massena Terminal Railroad Company: The New York Central and Hudson River Railroad Company handles all freight from its own lines and that coming from the Grand Trunk Railway Company at Massena Springs, and delivers same to factories on line of the Massena Terminal at a price of \$2 per car in addition to the regular freight charges, of which switching charge The Massena Terminal Railroad Company receives \$1 per car. For the year ended June 30, 1914, the report shows a net loss under this arrangement of \$10,061, chiefly due to large expenditures incurred during the year for maintenance of track and roadway. The balance sheet June 30, 1914, is reported as follows:

<i>Assets Side:</i>	
Total road and equipment.....	\$412,988
Total working assets and accrued income.....	303
Profit and loss balance.....	43,861
	<hr/> \$457,152
<i>Liabilities side:</i>	
Capital stocks.....	\$250,000
Total working liabilities and accrued liabilities.....	207,152
	<hr/> \$457,152

*Officers:* President, Arthur V. Davis; First Vice-president, Charles M. Hall; Secretary, G. R. Gibbons; Treasurer, R. E. Withers.

*Main business office:* Massena, N. Y.

**Middleburgh & Schoharie Rail Road**

*Organization:* Incorporated March 29, 1867, under the railroad law. See special act passed May 8, 1867, ch. 808, as amended by laws of 1868, ch. 57, and laws of 1907, ch. 497.

The original law enabling the Town of Middleburgh to bond and take stock in the railroad company, provided for the taking by the Town of 500 shares; and that the railroad commissioner of the Town should have 10 votes thereon in all elections of directors and inspectors; but by chapter 497 laws of 1907 the original enabling act was amended, and by its terms gave 500 votes to the commissioner, thus giving the Town the majority of votes. The constitutionality of this amendment is questioned by the individual stockholders, but no situation has yet arisen which has led to any litigation in the premises.

*Location of line:* Schoharie county; extends from Middleburgh to Schoharie, where it connects with the Schoharie Valley railway, the two forming a through line between Middleburgh and Schoharie Junction on The Delaware and Hudson Company's railroad.

*Officers:* President, Duryea Beekman; Vice-president, Daniel D. Frisbie; Secretary, George D. Frisbie; Treasurer, G. L. Danforth.

*Main business office:* Corner River street and Danforth avenue, Middleburgh, N. Y.

**Middletown and Unionville Railroad Company**

*Organization:* Incorporated November 14, 1913, as a reorganization of Middletown, Unionville and Water Gap Railroad Company, incorporated May 25, 1866, under the railroad law (see L. 1868, ch. 365).

Effective date of beginning operations by the reorganized company has been taken for accounting purposes as of December 1, 1913, and report covers operations from that date to June 30, 1914. Road was formerly operated under contract by New York, Susquehanna and Western Railroad Company.

*Location of line:* Orange county; extends from Middletown to the New Jersey-State line.

*Officers:* President, Charles I. Henry; Vice-president, J. A. Smith; Secretary, Frank H. Finn; Treasurer, G. T. Townsend.

*Main business office:* 90 North street, Middletown, N. Y.

**Newark and Marion Railway Company  
(Receiver)**

*Organization:* Incorporated May 4, 1900, under the railroad law. Harold C. Beatty was appointed temporary receiver March 28, 1914 (took possession April 22, 1914), at a special term of the Supreme Court for Wayne County, in an action for the voluntary dissolution of the company. Road was operated in name of the railway company, Syracuse Railroad Construction Company to bear as to the company any deficit from operation.

*Location of line:* Newark terminal to Marion.

*Officers:* President, W. H. Stansfield; Vice-president, H. J. Clark; Secretary, H. C. Beatty; Treasurer, W. W. Foster.

*Main business office:* 500 Onondaga County Savings Bank Building, Syracuse, N. Y.

**New Jersey and New York Railroad Company**

*Organization:* Incorporated April 3, 1880, under the laws of New Jersey, as a reorganization of the New Jersey and New York Railroad Company, formed by consolidation November 4, 1874, of Hackensack Railroad Company, a reorganization of Hackensack and New York Railroad Company, incorporated by special act of New Jersey approved March 14, 1856 (ch. 162); see also act (N. J.) passed March 12, 1861 (ch. 105), extension to New York and Erie railroad at or near Nanuet; see also section 4 of act passed March 22, 1867 (ch. 188); also act (N. J.) passed March 29, 1864 (ch. 313), extension to Hudson river or to any other railroad extending or running to the Hudson river; see also act of New York passed April 17, 1875 (ch. 118), extension of New Jersey and New York railroad from a point in the township of Haverstraw or Stony Point to a point on the Wallkill Valley railroad; and New Jersey and New York Railroad Company, a reorganization of The Hackensack and New York Extension Railroad Company, formed by special act of New Jersey passed February 23, 1869 (ch. 55); see also act approved March 10, 1868 (ch. 132). By special act passed April 20, 1870 (ch. 304), extension was authorized from the state line "to a point on the Hudson river between Caldwell's Landing and the southerly line of the village of Warren, in the county of Rockland".

*Location of lines within State:* Rockland county; extends from Jersey City, trackage over Erie railroad to New Jersey and New York Junction, thence via Nanuet, trackage over Piermont branch of Erie railroad to Spring Valley, to Haverstraw and Stony Point, with branch to New City. That portion of the main line within the State extends from the New Jersey-State line near Pearl river to Nanuet Junction, and from Spring Valley to Stony Point Junction, from Stony Point Junction to Stony



Point, and from Stony Point Junction to Haverstraw (New Jersey and New York Extension Railroad Company, lessor).

*Officers:* President, F. D. Underwood; Vice-president, G. F. Brownell; Secretary, David Bosman; Treasurer, D. W. Bigoney.

*Main business office:* Jersey City, N. J.

*Lessor Company:*

**New Jersey and New York Extension Railroad Company:** Incorporated June 2, 1886, under the railroad law. Leased to New Jersey and New York Railroad Company September 1, 1887.

*Officers:* President, F. D. Underwood; Vice-president, G. A. Richardson; Secretary, David Bosman; Treasurer, D. W. Bigoney.

*Corporate office:* Jersey City, N. J.

### **Newton Falls and Northern Railroad**

*Organization:* Incorporated June 24, 1908, under the railroad law.

*Location of line:* St. Lawrence county; extends from Newton Falls, where it connects with the Carthage and Adirondack branch of the Rome, Watertown and Ogdensburg railroad (The New York Central and Hudson River Railroad Company, lessee), to New Bridge. The road is used entirely for conveying logs and timber belonging to the company owning the road.

The Commission does not require a report.

### **New York and Pennsylvania Railway Company**

*Organization:* Incorporated May 24, 1904, as a consolidation of New York and Pennsylvania Railroad Company, incorporated under the railroad law July 22, 1895, amendment September 23, 1895, and which latter company was consolidated June 22, 1896, with Olean, Oswayo and Eastern Railroad Company, incorporated under the laws of Pennsylvania October 20, 1892, under the name of New York and Pennsylvania Railroad Company; the Sharon and Ceres Railroad Company, incorporated under the laws of Pennsylvania July 18, 1901, and Sharon and Ceres Terminal Railroad Company, incorporated under the railroad law February 9, 1903.

*Location of lines:* Steuben and Allegany counties; extends from Canisteo, where it connects with the Susquehanna division of the Erie railroad, to the New York-Pennsylvania line near Genesee; it then passes for some distance through the State of Pennsylvania and reenters the State of New York for 0.18 mile at Ceres, where it connects with the Pittsburg, Shawmut and Northern railroad.

*Officers:* President, Theodore Cobb; Vice-president, William Cobb; Secretary, Fordyce A. Cobb; Treasurer, Howard Cobb.

*Main business office:* East Main street, Canisteo, N. Y.

### **The New York, Auburn and Lansing Railroad Company**

See Central New York Southern Railroad Corporation, successor.

### **The New York Central and Hudson River Railroad Company**

*Organization:* Formed by consolidation November 1, 1869, of The New York Central Railroad Company and The Hudson River Railroad Company. The Hudson River Railroad Company was incorporated under a special act passed May 12, 1846 (ch. 216). The New York Central Railroad Company was formed by consolidation July 7, 1853, under authority of special act passed April 2, 1853 (ch. 76), of the following companies: The Albany and Schenectady Railway Company, organized as the Mohawk and Hudson River Railroad Company by special act passed April 17, 1826 (ch. 253), and name changed to The Albany and Schenectady Railroad Company by special act passed April 19, 1847 (ch. 91); The Buffalo and Lockport Railroad Company, incorpo-

rated under the railroad law April 29, 1852; Buffalo and Rochester Railroad Company, formed by consolidation December 7, 1850, of The Attica and Buffalo Railroad Company, incorporated under special act passed May 3, 1836 (ch. 242), and The Tonawanda Railroad Company, incorporated by special act passed April 24, 1832 (ch. 241); The Mohawk Valley Railroad Company, incorporated under the railroad law December 29, 1852 (not constructed, consolidated July 7, 1853, with The New York Central Railroad Company under act of 1853); The Rochester, Lockport and Niagara Falls Railroad Company, incorporated December 14, 1850, as a reorganization of the Lockport and Niagara Falls Railroad Company, incorporated by special act passed April 24, 1834 (ch. 177); The Rochester and Syracuse Railroad Company, a consolidation August 1, 1850, of The Auburn and Rochester Railroad Company, incorporated by special act passed May 13, 1836 (ch. 349), and The Auburn and Syracuse Railroad Company, incorporated by special act passed May 1, 1834 (ch. 228); The Direct Railway between Syracuse and Rochester, incorporated under the railroad law June 18, 1848, was consolidated with The Rochester and Syracuse Railroad Company August 6, 1850; The Schenectady and Troy Railroad Company, incorporated by special act passed May 21, 1836 (ch. 427); The Syracuse and Utica Railroad Company, incorporated by special act passed May 11, 1836 (ch. 292); Syracuse and Utica Direct Railroad Company, incorporated under the railroad law January 26, 1853 (not constructed, consolidated July 7, 1853, with The New York Central Railroad Company under act of 1853); The Utica and Schenectady Railroad Company, incorporated by special act passed April 29, 1833 (ch. 294).

In addition to the foregoing, the roads of the four companies following were leased and the companies subsequently merged into the consolidation: The Buffalo and Niagara Falls Railroad Company, incorporated by special act passed May 3, 1834 (ch. 269); leased December 22, 1853, capital surrendered and company merged April 23, 1869; The Lewiston Railroad Company, incorporated by special act passed May 6, 1836 (ch. 260); merged September 30, 1855; Rochester and Lake Ontario Railroad Company, incorporated under the railroad law May 17, 1852; leased August 25, 1852, merged September 30, 1855; The Saratoga and Hudson River Railroad Company, incorporated under the railroad law April 16, 1864, leased March 7, 1867, to The New York Central Railroad Company; at that time the track extended from a point on the Hudson river in the town of Athens to a point in the town of Rotterdam; capital surrendered and company merged with The New York Central Railroad Company, September 9, 1867. Under date of November 2, 1881, the road formerly constituting the Saratoga and Hudson River railroad, extending from Athens to Schenectady, was leased to the New York, West Shore and Buffalo Railway Company.

An interest in the following lines has been acquired by The New York Central and Hudson River Railroad Company by merger or consolidation: The Geneva and Lyons Railroad Company, incorporated under the railroad law October 5, 1877; leased and capital surrendered and company merged January 20, 1890; The Junction Railroad Company, incorporated under the railroad law April 20, 1870; leased April 10, 1875, capital surrendered and company merged October 1, 1879; Niagara Bridge and Canandaigua Railroad Company, incorporated August 25, 1858, as a reorganization of The Canandaigua and Niagara Falls Railroad Company, incorporated under the railroad law March 18, 1851; leased to The New York Central Railroad Company September 1, 1858, capital surrendered and company merged January 10, 1890; The Syracuse Junction Railroad Company, incorporated under the railroad



law June 9, 1873: leased April 10, 1875, to The New York Central and Hudson River Railroad Company, capital surrendered and company merged October 1, 1879.

March 7, 1913, the following corporations were merged into The New York Central and Hudson River Railroad Company: Buffalo Erie Basin Rail Road Company, incorporated July 8, 1876, under the railroad law. Carthage and Adirondack Railway Company, incorporated March 28, 1883, under the railroad law. The Gouverneur and Oswegatchie Railroad Company, incorporated April 12, 1892, under the railroad law. The Mohawk and Malone Railway Company, incorporated June 23, 1892, as a consolidation of The Herkimer, Newport and Poland Railway Company, incorporated July 8, 1880 (prior certificate filed December 18, 1879), under the name of Herkimer, Newport and Poland Narrow Gauge Railway Company, under the railroad law, and which company reincorporated December 8, 1891, under the above name, under authority of special act passed March 16, 1891 (chap. 78); The Mohawk Valley and Northern Railway Company, incorporated October 31, 1890, under the railroad law, was consolidated with Herkimer, Newport and Poland Narrow Gauge Railway Company April 30, 1891; Herkimer, Newport and Poland Extension Railway Company, incorporated September 10, 1891, under the railroad law; and St. Lawrence and Adirondack Railroad Company, incorporated September 10, 1891, under the railroad law. New York and Ottawa Railway Company, incorporated January 19, 1905, as a reorganization of New York and Ottawa Railroad Company, incorporated July 22, 1897, under the railroad law, and consolidated October 28, 1897, with Northern New York Railroad Company, incorporated May 27, 1895, as a reorganization of Northern Adirondack Railroad Company, incorporated February 9, 1883, under the railroad law, and consolidated April 5, 1890, with Northern Adirondack Extension Railroad Company, incorporated February 17, 1886, under the railroad law. The New York and Putnam Railroad Company, incorporated January 13, 1894, as a reorganization of The New York and Northern Railway Company, incorporated October 11, 1887, as a reorganization of The New York City and Northern Railroad Company, incorporated March 1, 1878, under the railroad law; March 7, 1913, The Mahopac Falls Railroad Company, incorporated March 8, 1884, under the railroad law, was merged into The New York and Putnam Railroad Company, and therefore became merged with The New York Central and Hudson River Railroad Company. The New York Central Niagara River Rail Road Company, incorporated March 26, 1877, under the railroad law. The Spuyten Duyvil and Port Morris Railroad Company, incorporated March 4, 1869, under the railroad law. Tivoli Hollow Railroad Company, incorporated May 15, 1893, under the railroad law. March 14, 1913, Tonawanda Island Bridge Company, incorporated by special act passed April 21, 1883 (ch. 279).

April 16, 1913, the following companies were consolidated with The New York Central and Hudson River Railroad Company: Rome, Watertown and Ogdensburg Railroad Company, incorporated as The Watertown and Rome Rail-Road Company by special act passed April 17, 1832, ch. 173 (see also L. 1836, ch. 283; L. 1837, ch. 346; L. 1845, ch. 337; L. 1847, chs. 147 and 393; L. 1854, ch. 154; and L. 1859, ch. 473), the name of which was changed August 23, 1861, by certificate filed with the State Engineer and Surveyor July 10, 1861, to Rome, Watertown and Ogdensburg Rail Road Company, under authority of special act passed April 11, 1860 (ch. 273), it having complied with the condition specified in the act by the purchase of the roadbed and property of The Potsdam and Watertown Rail Road Company, incorporated February 25, 1852, under the railroad law. January 14, 1875, Lake Ontario Rail Road Com-

pany, incorporated September 29, 1874, as a reorganization of Lake Ontario Shore Rail Road Company, incorporated March 27, 1868, under the railroad law (legalized and authorized to build branch to Rochester by special act passed April 19, 1869, ch. 241), was consolidated with Rome Watertown and Ogdensburg Rail Road Company, and December 23, 1875, it was consolidated with Syracuse and Northern Rail Road Company, incorporated September 22, 1875, as a reorganization of Syracuse Northern Rail Road Company, incorporated February 25, 1868, under the railroad law; and also April 20, 1885, with Oswego Railroad Bridge Company, incorporated by special act passed April 27, 1872 (ch. 399). By the latter consolidation the name of the corporation was changed to Rome, Watertown and Ogdensburg Railroad Company. August 7, 1889, the capital stock of Norwood and Montreal Railroad Company, incorporated March 1, 1884, under the railroad law, and of The Syracuse Phoenix and Oswego Railway Company, incorporated February 16, 1885, as a reorganization of The Syracuse, Phoenix and Oswego Railroad Company, incorporated November 29, 1871, under the name of Syracuse, Phoenix and Oswego Railroad Company (see special act passed May 22, 1878, ch. 309), which latter company was consolidated under the above name June 10, 1875, with The Syracuse Northwestern Rail Road Company, incorporated September 19, 1874, under the railroad law, was surrendered and the companies merged into Rome, Watertown and Ogdensburg Railroad Company. The Syracuse Phoenix and Oswego Railway Company was consolidated April 22, 1886, with Fulton and Oswego Railroad Company, incorporated December 18, 1885, under the railroad law. April 28, 1890, the capital stock of Rome Watertown and Ogdensburg Terminal Railroad Company, incorporated June 22, 1886, under the railroad law, was surrendered and the company merged. February 21, 1888, the capital stock of Windsor Beach and Ontario Railroad Company, incorporated November 30, 1887, under the railroad law, and of Rochester and Lake Beach Railroad Company, incorporated February 1, 1888, as a reorganization of Rochester and Ontario Belt Railway Company, incorporated January 31, 1882, under the railroad law, was surrendered and the companies merged into Rome Watertown and Ogdensburg Terminal Railroad Company. The Utica and Black River Railroad Company, incorporated May 22, 1861, under the railroad law, and by authority of special act entitled "An act for the relief of the holders of the mortgage bonds of the Black River and Utica Railroad Company and to authorize them to organize a new railroad company," passed March 31, 1860 (ch. 134). The Black River and Utica Rail Road Company was incorporated January 31, 1853, under the railroad law. November 16, 1883, Black River and Morristown Rail Road Company, incorporated March 22, 1870, under the railroad law, was consolidated with The Utica and Black River Railroad Company. March 31, 1886, Clayton and Theresa Rail Road Company, incorporated February 7, 1871, under the railroad law, and The Ogdensburg and Morristown Railroad Company, incorporated September 11, 1877 (certificate of The Ogdensburg and Morristown Railroad Company filed July 17, 1871), under the railroad law, were consolidated with The Utica and Black River Railroad Company. Oswego and Rome Rail Road Company, incorporated April 11, 1862, under the railroad law. Carthage, Watertown and Sackets Harbor Rail Road Company, incorporated February 5, 1869. The Niagara Falls Branch Rail Road Company, incorporated December 24, 1875, under the railroad law. Little Falls and Dolgeville Railroad Company, incorporated February 20, 1891, under the railroad law, and reorganized December 27, 1902.

The New York Central and Hudson River Railroad Company has acquired an interest in the following lines by



ownership of capital stock: Chest Creek Railroad Company, organized May 31, 1890, under the laws of Pennsylvania (not constructed). The Hudson River Bridge Company at Albany, incorporated by special act passed April 9, 1856 (ch. 146), as amended and supplemented by L. 1857, ch. 451; L. 1864, ch. 243; L. 1868, ch. 412; L. 1869, ch. 779; L. 1905, ch. 381; and L. 1907, ch. 730; see also L. 1886, ch. 593, sec. 1, par. 21. New York and Fort Lee Railroad Company, incorporated under the laws of New Jersey, under the name of The New York and Bull's Ferry Railroad Company, March 14, 1861; name changed March 3, 1862, as above, by supplemental act of New Jersey: a portion of its right of way and tracks leased June 30, 1886, to New Jersey Junction Railroad Company, and the rest is occupied by West Shore terminals at Weehawken. Pennsylvania and Western Railroad Company, incorporated April 9, 1856, under the name of Bedford Iron Company; name changed to Coalmont Iron and Coal Company May 1, 1861; and again to Somerset and Clearfield Coal Company April 13, 1867; and again to East Broad Top Coal and Iron Company May 18, 1871; and assuming the name of Pennsylvania and Western Railroad Company August 13, 1872. August 2, 1873, Steuben Iron Company of Center County, incorporated May 27, 1871, as the successor of Caledonia Iron Land and Railroad Company, incorporated March 22, 1867, and name changed April 30, 1869, to Southern Pennsylvania Iron and Railroad Company, was merged into Pennsylvania and Western Railroad Company.

By order of the Commission dated October 29, 1914 (amended December 12, 1914), the Commission approved a consolidation agreement dated April 29, 1914, between The New York Central and Hudson River Railroad Company, The Lake Shore and Michigan Southern Railway Company; Geneva, Corning and Southern Railroad Company; The Terminal Railway of Buffalo; The Dunkirk, Allegheny Valley and Pittsburgh Railroad Company; Chicago, Indiana and Southern Railroad Company; Detroit and Chicago Railroad Company; Detroit, Monroe and Toledo Railroad Company; Kalamazoo and White Pigeon Railroad Company, The Northern Central Michigan Railroad Company, The Swan Creek Railway Company of Toledo, under the name of The New York Central Railroad Company.

*Location of lines within State:* Main line extends from New York city (and Boston via Boston and Albany railroad to Albany) to Buffalo, and in connection with the Lake Shore and Michigan Southern railway, the Michigan Central railroad, the Cleveland, Cincinnati, Chicago and St. Louis railway and allied lines, reaches Cleveland, Pittsburgh, Chicago, Cincinnati, Detroit, and St. Louis, with main line branches to Troy, Montreal, Northern New York, Oswego, from Syracuse to Rochester the Auburn road, Williamsport, Penna., Niagara Falls, and other points. The West Shore railroad (leased line) extends from Weehawken, N. J., to Buffalo, with branches to Montgomery (Wallkill Valley), Albany, and Earlville.

*Officers:* Chairman of the Board, Chauncey M. Depew; President, Alfred H. Smith; Vice-president, William K. Vanderbilt, jr.; Secretary, Dwight W. Pardee; Treasurer, Edward L. Rossiter.

*Main business office:* Grand Central Terminal, New York city.

#### *Lessor Companies:*

**Amsterdam, Chuctanunda and Northern Railroad Company:** Incorporated September 23, 1879, under the railroad law. Operated by The New York Central and Hudson River Railroad Company under agreement dated January 7, 1911, effective November 1, 1907.

*Officers:* President, A. R. Conover; Secretary, J. Arthur Brannock; Treasurer, Lauren Kellogg.

*Corporate office:* Upper Church street, Amsterdam, N. Y.

**Boston and Albany Railroad Company:** Incorporated by act of Massachusetts passed May 24, 1867 (ch. 270), as a consolidation of Boston and Worcester Rail Road Corporation, incorporated by act of Massachusetts passed June 23, 1831 (ch. 72), and Western Rail Road Corporation, incorporated by act of Massachusetts passed March 15, 1833 (ch. 116). Castleton and West Stockbridge Rail-Road Company was incorporated by act of New York passed May 5, 1834 (ch. 292); name changed to The Albany and West-Stockbridge Rail-Road Company by act passed May 5, 1836 (ch. 262). November 11, 1841, a permanent contract of transportation was made by the Western Railroad Corporation for the operation of The Albany and West-Stockbridge Rail-Road Company by the former company, and under the laws of the States of New York and Massachusetts The Albany and West-Stockbridge Rail-Road Company and The Hudson and Boston Railroad Corporation, incorporated February 23, 1855, under the railroad law, were consolidated with the Boston and Albany Railroad Company. This agreement was filed in the office of the Secretary of State January 10, 1871. (See L. 1866, ch. 912; p. 12 of session laws of 1867 as to The Albany and West-Stockbridge Rail-Road Company.) Leased to The New York Central and Hudson River Railroad Company November 15, 1899, in effect July 1, 1900, under authority of act of July 17, 1900, ch. 468, Massachusetts.

*Officers:* President, Charles S. Sargent; Secretary, George P. Furber; Treasurer, Frank H. Ratcliffe.

*Corporate office:* 325 South Station, Boston, Mass.

**Dolgeville and Salisbury Railway Company:** Incorporated June 12, 1907, under the railroad law. Operated by Little Falls and Dolgeville Railroad Company, which was consolidated with The New York Central and Hudson River Railroad Company April 16, 1913.

*Officers:* President, W. H. Switzer; Vice-president, E. L. Wells; Secretary and Treasurer, F. R. Switzer.

*Corporate office:* 115 Genesee street, Utica, N. Y.

**Geneva, Corning and Southern Railroad Company:** Incorporated April 12, 1909 (agreement of consolidation and merger effective April 1, 1909), under the laws of New York and Pennsylvania (filed in office of Secretary of State of Pennsylvania April 10, 1909), as a consolidation of Syracuse, Geneva and Corning Railway Company, incorporated August 27, 1875, under the railroad law, itself consolidated November 2, 1885, with Penn Yan and New York Railway Company, incorporated August 24, 1877, under the railroad law; Fall Brook Railway Company, incorporated January 2, 1873, under the name of Corning, Cowanesque and Antrim Railway Company (name changed to Fall Brook Railway Company July 1, 1892, as a consolidation of The Blossburgh and Corning Rail Road Company, incorporated May 19, 1854, and the Wellsboro and Lawrenceville Rail Road Company, incorporated April 4, 1867, under the laws of Pennsylvania. The Blossburgh and Corning Rail Road Company was incorporated as a reorganization of the The Tioga Coal, Iron, Mining and Manufacturing Company, reciting act of New York passed April 5, 1851 (ch. 90), entitled "An act to authorize The Tioga Coal, Iron, Mining and Manufacturing Company to borrow money to relay its road with a heavy T rail, and to consolidate with the Tioga Rail Road Company, and to change the name of said company to The Corning and Blossburgh Rail Road Company". The Tioga Coal, Iron, Mining and Manufacturing Company was incorporated by special act passed April 9, 1828 (ch. 191). See also L. 1833 (ch. 81); and 1840 (ch. 296). May 27, 1874, Corning, Cowanesque and Antrim Railway Company purchased the Cowanesque Valley Railroad Company, incorporated April 9, 1869, under the laws of Pennsylvania. Pine Creek Railway Company, incorporated by act of Pennsylvania approved February 17, 1870 (ch. 136), under the name of Jersey Shore, Pine Creek and Buffalo Railway Company, name changed as above by a decree of the Court of Common Pleas of Tioga County, Pennsylvania, February 6, 1884. Leased to The New York Central and Hudson River Railroad Company by lease dated April 11, 1899, by Syracuse, Geneva and Corning Railway Company and Pine Creek Railway Company.

*Officers:* President, Alfred H. Smith; Vice-president, William K. Vanderbilt, jr.; Secretary, Dwight W. Pardee; Treasurer, Edward L. Rossiter.

*Corporate office:* Union Station, Albany, N. Y.

**New York and Harlem Railroad Company:** Incorporated by special act passed April 25, 1831 (ch. 263). See L. 1832, ch. 93; 1835, ch. 101; 1836, ch. 305; 1839, ch. 166; 1840, ch. 242; 1845, ch. 333; 1846, ch. 195, section 1, and ch. 200; 1848, ch. 143; 1849, chs. 75 and 317; 1852, ch. 152; 1853, ch. 28; 1855, ch. 297; 1859, ch. 387; 1867, ch. 880 (repealed 1881, ch. 537, section 1); 1868, ch. 278 (section 3 amended 1869, ch. 916; sections 3 and 4 repealed 1875, ch. 586, section 3); 1869, ch. 919 (section 3 amended 1886, ch. 661); 1872, ch. 702 (see 1875, ch. 485), and ch. 825; 1874, ch. 503, section 3 (amended 1881, ch. 454); 1884,



ch. 261; 1886, ch. 593, section 1, paragraph 6. See 1892, ch. 339 (sections 4 and 14 amended 1894, ch. 548; section 7 amended 1896, ch. 594; section 18 amended 1904, ch. 691). See L. 1894, ch. 548, section 3; and 1898, ch. 613; 1896, ch. 616; 1903, chs. 424 and 425 (section 8 amended 1904, ch. 639; section 3a added 1908, ch. 403; sections 5 and 8 amended 1910, ch. 555); 1905, ch. 731 (sections 3 and 6 amended 1907, ch. 736); 1911, ch. 777; 1912, ch. 356. June 8, 1880, The New York and Mahopac Rail Road Company, incorporated March 7, 1871, under the railroad law, surrendered its capital stock and was merged into New York and Harlem Railroad Company. Steam portion leased to The New York Central and Hudson River Railroad Company from April 1, 1873.

*Officers:* President, William K. Vanderbilt; Vice-president, William K. Vanderbilt, jr.; Secretary, Dwight W. Pardee; Treasurer, Milton S. Barger.

*Corporate office:* Grand Central Terminal, New York city.

**St. Lawrence and Adirondack Railway Company:** Incorporated May 4, 1888, under the laws of Canada; consolidated July 2, 1896, with the Southwestern Railway Company, incorporated May 22, 1888, by authority of an act of Parliament of Canada. November 18, 1895, St. Lawrence and Adirondack Railway Company was consolidated under the laws of New York and the Dominion of Canada with Malone and St. Lawrence Railway Company, incorporated September 10, 1891, under the railroad law. Operated under agreement by The New York Central and Hudson River Railroad Company.

As agent for St. Lawrence and Adirondack Railway Company, The New York Central and Hudson River Railroad Company also operates about 13 miles of line from Valley Field to Beauharnois, leased by St. Lawrence and Adirondack Railway Company from Grand Trunk Railway Company of Canada; and about 9 miles of trackage rights secured by St. Lawrence and Adirondack Railway Company from the Canadian Pacific Railway Company.

*Officers:* President, William C. Brown; Vice-president, Alfred H. Smith; Secretary, Dwight W. Pardee; Treasurer, Edward L. Rossiter.

*Corporate office:* 130 St. James street, Montreal, Canada.

**Troy and Greenbush Railroad Association:** Incorporated by special act passed May 14, 1845 (ch. 323). Leased in fee February 3, 1851, to The Hudson River Railroad Company (The New York Central and Hudson River Railroad Company, successor).

*Officers:* President, James A. Eddy; Vice-president, Le Grand C. Cramer; Secretary and Treasurer, E. C. Gale.

*Corporate office:* 59 First street, Troy, N. Y.

**The Wallkill Valley Railroad Company:** Incorporated July 2, 1877, as a reorganization of The Wallkill Valley Railway Company, incorporated April 26, 1866, under the railroad law. Leased to The New York Central and Hudson River Railroad Company April 11, 1899.

*Officers:* President, William H. Newman; Vice-president, William C. Brown; Secretary, Dwight W. Pardee; Treasurer, Edward L. Rossiter.

*Corporate office:* Kingston, N. Y.

**West Shore Railroad Company:** Incorporated December 5, 1885, as a reorganization of New York, West Shore and Buffalo Railway Company, incorporated February 18, 1880, under the railroad law (amended certificate filed May 9, 1881). The New York, West Shore and Buffalo Railway Company was consolidated June 14, 1881, with the North River Railroad Company, a corporation organized under the laws of the States of New York and New Jersey, formed May 5, 1881 (amended certificate filed May 9, 1881), by consolidation of the North River Railway Company, a corporation organized April 3, 1880, under the railroad law (amended certificate filed June 14, 1880), and Jersey City and Albany Railway Company of the States of New York and New Jersey. Jersey City and Albany Railway Company of the States of New York and New Jersey was formed January 28, 1879, by consolidation under the laws of New York and New Jersey, and especially an act of New Jersey entitled "An Act to enable the Ridgefield Park Railroad Company, a corporation of the State of New Jersey, and the Rockland Central Railroad Company, a corporation of the State of New York, to consolidate their stock and connect with other companies," approved March 7, 1873 (ch. 155), of The Jersey City and Albany Railway Company, incorporated in New York October 12, 1878, as a reorganization of The Jersey City and Albany Railroad Company, and The Jersey City and Albany Railway Company of New Jersey, also a reorganization of The Jersey City and Albany Railroad Company under a statute of New Jersey entitled "An act in relation to the number of directors of railroad, canal or turnpike companies which have been or may hereafter be sold under foreclosure and reorganized, and the consolidation of such companies when partly within and partly without the State," approved March 14, 1878 (ch. 67). A certificate of incorporation of The Jersey City and Albany Railroad Company was filed in the office of the Secretary of State of New York June 24, 1873, as a consolidation of The Rockland Central Rail Road Company,

incorporated under the railroad law May 23, 1870, and The Ridgefield Park Railroad Company, incorporated by special act of New Jersey approved April 4, 1867 (ch. 320). The Rockland Central Rail Road Company was consolidated July 29, 1872, with the Rockland Central Extension Rail Road Company, organized May 29, 1872, under the railroad law. June 30, 1891, West Shore Railroad Company took a surrender of the capital stock of The Syracuse, Ontario and New York Railway Company, incorporated June 20, 1883, under the railroad law. The last named company acquired by agreement of purchase the railroad formerly belonging to The Syracuse, Chenango and New York Rail Road Company, incorporated April 7, 1877, as a reorganization of Syracuse and Chenango Rail Road Company, incorporated May 14, 1873. By L. 1873, ch. 782, this company was authorized to purchase the property and franchises of Syracuse and Chenango Valley Rail Road Company, incorporated April 16, 1868, under the railroad law. See L. 1868, ch. 541, and ch. 570 (section 2 amended L. 1871, ch. 789); and 1871, ch. 334. April 11, 1881, an agreement of consolidation of The Syracuse, Chenango and New York Rail Road Company with Boston, Hoosac Tunnel and Western Railway Company and other companies was filed in the office of the Secretary of State. Leased to The New York Central and Hudson River Railroad Company December 5, 1885.

*Officers:* President, Alfred H. Smith; Vice-president, William K. Vanderbilt, jr.; Secretary, Dwight W. Pardee; Treasurer, Edward L. Rossiter.

*Corporate office:* Union Station, Albany, N. Y.

### **The New York, Chicago and St. Louis Railroad Company**

*Organization:* Incorporated August 15, 1887, as a consolidation of The New York, Chicago and St. Louis Railroad Company, incorporated under the railroad law June 22, 1887, and The Erie and State Line Railroad Company of Pennsylvania, incorporated June 27, 1887, under the laws of Pennsylvania. These two companies bought from the purchasers the portions of the line of New York, Chicago and St. Louis Railway Company in the respective States of New York and Pennsylvania, which line was sold under foreclosure in May, 1887. The portions of the line in the States of Ohio, Indiana, and Illinois, respectively, were bought from the purchasers by the following corporations: The Cleveland and State Line Railroad Company, incorporated under the laws of Ohio August 15, 1887; The Fort Wayne and Illinois Railroad Company, incorporated under the laws of Indiana June 28, 1887; and The Chicago and State Line Railroad Company, incorporated under the laws of Illinois June 30, 1887. The first two companies named, those organized under the laws of Ohio and Indiana, consolidated September 27, 1887, with The New York, Chicago and St. Louis Railroad Company under the name of The New York, Chicago and St. Louis Railroad Company. New York, Chicago and St. Louis Railway Company (original company whose line was sold under foreclosure) was incorporated under the laws of the five States of New York, Pennsylvania, Ohio, Indiana, and Illinois as a consolidated company, by agreement dated April 8, 1881, filed with the Secretary of State of New York April 12, 1881, of the following named companies: Buffalo, Cleveland and Chicago Railway Company of New York, incorporated October 7, 1880, under the railroad law; Buffalo, Cleveland and Chicago Railway Company of Pennsylvania, incorporated January 15, 1881, under the laws of Pennsylvania; The New York and Chicago Railway Company, incorporated about March 15, 1881, under the laws of Ohio; The New York and Chicago Railway Company of Indiana, incorporated March 4, 1881, under the laws of Indiana; and The New York and Chicago Railway Company of Illinois, incorporated March 23, 1881, under the laws of Illinois.

*Location of line within State:* Main line extends from Buffalo to Chicago via Cleveland, Ohio, and Fort Wayne, Ind.; that portion within the State of New York extends from Buffalo to Pennsylvania-State line west of Ripley.

*Officers:* President, W. H. Canniff; Secretary, D. W. Pardee; Treasurer, M. S. Barger.

*Main business office:* 805 Euclid avenue, Cleveland, Ohio.



**The New York, New Haven and Hartford Railroad Company**

**Organization:** May 31, 1907, The Consolidated Railway Company, organized August 31, 1901, and The New York, New Haven and Hartford Railroad Company, organized August 6, 1872, merged under the name of The New York, New Haven and Hartford Railroad Company. The Consolidated Railway Company was chartered as The Thompson Tramway Company by the State of Connecticut by special act approved April 30, 1901 (Special Laws, vol. 13, p. 747), and the corporate name was changed by the Superior Court for New Haven County January 24, 1902, to The Worcester and Connecticut Eastern Railroad Company, and was again changed by the Superior Court for New Haven County on May 18, 1904, to The Consolidated Railway Company. The New York, New Haven and Hartford Railroad Company was incorporated under authority of act of Connecticut approved July 26, 1871 (ch. 129), by consolidation of The New York and New Haven Railroad Company (incorporated by special act of Connecticut passed 1844 [Private Laws 1836-1856, vol. 4, p. 1020]) and the Hartford and New Haven Railroad Company. The New York, New Haven and Hartford Railroad Company was given the right to extend its railroad from the Connecticut-State line to the New York and Harlem railroad by special act passed May 11, 1846 (ch. 195), assented to by an act of Connecticut passed 1846 (Private Laws, vol. 4, p. 1025). By special act passed March 29, 1848 (ch. 143), The New York and New Haven Railroad Company was authorized to run its cars over the road of the New York and Harlem Railroad Company from the point of junction of said roads at or near Williams Bridge (Woodlawn Junction) to the city of New York, and as far into the city as the Harlem railroad may extend.

**Location of lines within State:** Main line extends from New York city to New Haven and Hartford, Conn., Springfield, Mass. (thence over the Boston and Albany railroad to Boston), and also to Boston direct via New Haven and Providence, with main line branches to Pittsfield, Mass., and Worcester, Mass. That portion of the main line within the State extends from Woodlawn Junction to the Connecticut-State line.

**Officers:** Chairman of the Board, Howard Elliott; President, J. H. Hustis; Vice-president, Benjamin Campbell; Secretary, A. E. Clark; Treasurer, A. S. May.

**Main business office:** Corner Meadow and Water streets, New Haven, Conn.

**Lessor Company:**

**The Harlem River and Port Chester Railroad Company:** Incorporated by special act passed April 23, 1866 (ch. 763, section 1 amended L. 1869, ch. 722; section 8 repealed L. 1869, ch. 722). See also L. 1871, ch. 605; 1873, ch. 48; and 1905, ch. 670. Leased to The New York, New Haven and Hartford Railroad Company September 29, 1873, effective October 1, 1873.

**Officers:** President, Howard Elliott; Vice-president, James H. Hustis; Secretary, A. E. Clark; Treasurer, A. S. May.

**Corporate office:** Grand Central Terminal, New York city.

**New York, Ontario and Western Railway Company**

**Organization:** Organized January 11, 1880, as a reorganization (see L. 1874, ch. 430, as amended by L. 1876, ch. 446) of New York and Oswego Midland Railroad Company, incorporated January 11, 1866, under the railroad law.

**Location of lines within State:** Main line extends from Weehawken, N. J., via Cornwall (trackage over West Shore railroad to Cornwall) to Oswego, with main line branches to Ellenville and Kingston, Delhi, New Berlin and Edmeston, Port Jervis and Monticello, Cadosia to Scranton, Penna., and Randallville to Utica and Rome. At Earlville it connects with the Chenango branch of the West Shore railroad (The New York Central and Hudson River Railroad Company, lessee) for the West.

**Officers:** Chairman, Howard Elliott; President, John B. Kerr; Secretary and Treasurer, Richard D. Rickard.

**Main business office:** Grand Central Terminal, New York city.

**Lessor Companies:**

**Ellenville and Kingston Railroad Company:** Incorporated March 29, 1901, under the railroad law. Operated by New York, Ontario and Western Railway Company under lease or agreement dated July 1, 1905.

**Officers:** Vice-president, John B. Kerr; Secretary and Treasurer, R. D. Rickard.

**Corporate office:** Ellenville, N. Y.

**Ontario, Carbondale and Scranton Railway Company:** Incorporated October 3, 1889, as a consolidation of The Scranton and Forest City Railroad Company, incorporated November 21, 1888, under the laws of Pennsylvania; The Forest City and State Line Railroad Company, incorporated March 16, 1889, under the laws of Pennsylvania; and The Hancock and Pennsylvania Railroad Company, incorporated April 2, 1889, under the railroad law. Leased to New York, Ontario and Western Railway Company May 10, 1890.

**Officers:** Vice-president, John B. Kerr; Secretary and Treasurer, R. D. Rickard.

**Corporate office:** Peoples' National Bank Building, Scranton, Penna.

**Pecksport Connecting Railway Company:** Incorporated April 29, 1896, under the railroad law. Operated by New York, Ontario and Western Railway Company, which owns all its capital stock.

**Officers:** President, James E. Childs; Secretary, Arthur L. Parmelee; Treasurer, R. D. Rickard.

**Corporate office:** Grand Central Terminal, New York city.

**Port Jervis, Monticello and Summitville Railroad Company:** Incorporated December 5, 1902, as a reorganization of Port Jervis, Monticello and New York Railroad Company, incorporated November 17, 1886, under the railroad law. Operated by New York, Ontario and Western Railway Company under lease or agreement dated July 1, 1905.

**Officers:** Vice-president, John B. Kerr; Secretary and Treasurer, R. D. Rickard.

**Corporate office:** Port Jervis, N. Y.

**Rome and Clinton Rail Road Company:** Incorporated June 3, 1869, under the railroad law. See L. 1869, ch. 592; 1870, ch. 505; 1880, ch. 249; and 1882, ch. 22. Leased to Delaware and Hudson Canal Company January 1, 1891.

**Officers:** President, Clinton Scollard; Vice-president, John S. Wardwell; Secretary and Treasurer, R. U. Hayes.

**Corporate office:** West Park Row, Clinton, N. Y.

**Utica, Clinton and Binghamton Railroad Company:** Incorporated August 13, 1862, under the name of Utica City Rail Road Company; name changed March 20, 1866, by authority of special act passed April 13, 1864 (ch. 177; see also L. 1866, ch. 827), to The Utica and Waterville Railroad Company (see amended certificate filed September 26, 1867), and again by special act passed March 25, 1868 (ch. 51), to The Utica, Clinton and Binghamton Railroad Company (see L. 1869, ch. 77; 1870, ch. 794; 1871, ch. 350; 1873, ch. 289; and 1884, ch. 98). Steam line, Utica to Randallville, sub-leased from the Delaware and Hudson Canal Company, lessee, May 26, 1886, and The Delaware and Hudson Company, successor, April 30, 1908.

**Officers:** President, E. B. Woolworth; Vice-president, Clinton Scollard; Secretary and Treasurer, C. S. Symonds.

**Corporate office:** 108 Genesee street, Utica, N. Y.

**Wharton Valley Railway Company:** Incorporated June 12, 1888, under the railroad law. Operated by New York, Ontario and Western Railway Company under lease or agreement dated August 4, 1888, effective October 1, 1888.

**Officers:** President, Thomas P. Fowler; Secretary and Treasurer, Richard D. Rickard.

**Corporate office:** Grand Central Terminal, New York city.

**New York, Susquehanna and Western Railroad Company**

**Organization:** New York, Susquehanna and Western Railroad Company was incorporated May 26, 1881, as a consolidation under the general laws of New Jersey and Pennsylvania of The Paterson Extension Railroad Company, incorporated April 14, 1881; Midland Railroad Company of New Jersey, incorporated March 25, 1880; the Midland Connecting Railway Company, incorporated May 3, 1881; The North Jersey Railroad Company, incorporated May 2, 1881; all incorporated under the laws of New Jersey; The Water Gap Railroad Company, incorporated May 21, 1880, and The Pennsylvania Midland Rail-



way Company, incorporated May 24, 1881, the last two named companies incorporated under the laws of Pennsylvania. The New York, Susquehanna and Western Railroad Company was consolidated April 25, 1893, under the laws of New Jersey and Pennsylvania, with the Hudson River Railroad and Terminal Company, incorporated under the laws of New Jersey.

Report covers entire year's operations, although the corporation was within the jurisdiction of the Commission only to December 1, 1913, the effective date of the transfer to Middletown and Unionville Railroad Company of the road of the Middletown, Unionville and Water Gap Railroad Company. To December 1, 1913, this line was operated under contract by New York, Susquehanna and Western Railroad Company, being the only line in New York state operated by that corporation.

*Officers:* President, F. D. Underwood; Vice-president, G. F. Brownell; Secretary, David Bosman; Treasurer, D. W. Bigoney.

*Main business office:* 59 Church street, New York city.

#### Niagara Junction Railway Company

*Organization:* Incorporated May 27, 1892, under the railroad law.

*Location of line:* Niagara county; a connecting road at Niagara Falls, operating for freight traffic Portage Road, Niagara Falls to Fletcher's Corners, town of Niagara, where it connects with the Rochester, Lockport and Niagara Falls line of the New York Central and Hudson River railroad; there is also a connection with the Erie railroad at Echota, about 2.2 miles east of Niagara Falls.

*Officers:* President, Edward A. Wickes; Vice-president, Philip P. Barton; Secretary, Frederick L. Lovelace; Treasurer, W. Paxton Little.

*Main business office:* Power House, Buffalo avenue, Niagara Falls, N. Y.

#### The Northern Central Railway Company

*Organization:* The Northern Central Railway Company was formed by consolidation December 9, 1854, pursuant to special statute of Pennsylvania approved May 3, 1854 (ch. 531), and special statute of Maryland passed March 10, 1854 (ch. 250), of Baltimore and Susquehanna Railroad Company, incorporated under special act of Maryland passed February 13, 1828 (ch. 72, see L. 1827-8), York and Maryland Line Railroad Company, incorporated under special act of Pennsylvania approved March 14, 1832 (ch. 78, see L. 1831-2), York and Cumberland Railroad Company, incorporated under special act of Pennsylvania approved April 21, 1846 (ch. 421, see L. 1848), and Susquehanna Railroad Company, incorporated by special act of Pennsylvania approved April 14, 1851 (ch. 337).

*Location of lines within State:* The main line of the Elmira and Lake Ontario railroad extends from Chemung Junction to Canandaigua. The Lake branch, for freight only, extends from Canandaigua yard to Canandaigua Lake. Sodus Bay branch extends from Stanley to Sodus Point. The main line of Elmira and Williamsport Railroad Company extends from Williamsport, Penna., to Elmira.

*Officers:* President, Samuel Rea; Vice-president, W. W. Atterbury; Secretary, Lewis Neilson; Treasurer, James F. Fahnestock.

*Main business office:* Broad Street Station, Philadelphia, Penna.

#### Lessor Companies:

*The Elmira and Lake Ontario Railroad Company:* Formed by consolidation December 31, 1886, of The Chemung Railroad Company, incorporated by special act passed May 14, 1845 (ch. 350), The Elmira, Jefferson and Canandaigua Railroad Company, incorporated February 18, 1859, as a reorganization of the Canandaigua and Elmira Railroad Company, new name assumed September 14, 1852, by The Canandaigua and Corning Railroad Company, incorporated by special act passed May 14, 1845 (ch. 328). December 31, 1888, The Canandaigua Lake Railroad Com-

pany, incorporated July 21, 1887, under the railroad law, surrendered its capital stock and was merged into The Elmira and Lake Ontario Railroad Company. Operated by The Northern Central Railway Company, as agent, since February 15, 1887.

*Officers:* President, A. J. County; Vice-president, Henry Tattall; Secretary, Lewis Neilson; Treasurer, James F. Fahnestock. *Corporate office:* 85 Cedar street, New York city.

*Elmira and Williamsport Railroad Company:* Incorporated by special act passed April 21, 1832 (ch. 216). Leased to The Northern Central Railway Company April 15, 1863.

*Officers:* President, W. D. Neilson; Secretary, Lewis Neilson; Treasurer, Lewis P. Geiger, jr.

*Corporate office:* Broad Street Station, Philadelphia, Penna.

#### Norwood and St. Lawrence Railroad Company

*Organization:* Incorporated March 30, 1901, under the railroad law, and consolidated January 21, 1909, with Raymondville and Waddington Railroad Company, incorporated February 8, 1907, under the railroad law.

*Location of line:* St. Lawrence county; extends from Norwood, where it connects with the Rome, Watertown and Ogdensburg division of the New York Central and Hudson River railroad and Rutland railroad, to Waddington, on the St. Lawrence river.

*Officers:* President, John Weekes. Vice-president, J. A. Remington; Secretary, R. J. Buck; Treasurer, F. M. Hugo.

*Main business office:* Norfolk, N. Y.

#### Otis Railway Company

*Organization:* Incorporated June 26, 1899, as a reorganization of Otis Elevating Railway Company, incorporated November 25, 1885, under the railroad law.

*Location of line:* Greene county; extends from Otis Junction to Otis Summit.

*Officers:* President, A. V. S. Olcott; Secretary, W. T. Hawley; Treasurer, T. E. Jones.

*Main business office:* 70 Water street, Catskill, N. Y.

#### The Owasco River Rail Way

*Organization:* Incorporated June 2, 1881, under the railroad law.

*Location of line:* Cayuga county; connects with the yard of the Auburn branch of the New York Central and Hudson River railroad at Auburn and extends to the International Harvester Company's works.

*Officers:* President, F. B. Montgomery; Vice-president, S. D. Snow; Secretary, F. M. Morton; Treasurer, C. W. Embody.

*Main business office:* 606 Michigan avenue, Chicago, Ill.

#### The Pennsylvania Railroad Company

*Organization:* The Pennsylvania Railroad Company was incorporated by authority of special act of Pennsylvania approved April 13, 1846 (ch. 363), letters patent issued February 25, 1847.

*Location of lines within State:* The main lines extend from Buffalo to Emporium Junction, Penna., and from Buffalo to Oil City, Penna., respectively, with branches Olean to Rochester, and Olean to Warren, Penna. At Emporium Junction connection is made with the Erie division of the Pennsylvania railroad for Williamsport, Harrisburg, Philadelphia, and New York. At Oil City connection is made for Pittsburgh and western points, the main line of the Pennsylvania railroad being reached at both Harrisburg and Pittsburgh. Within the First Public Service District The Pennsylvania Railroad Company has an operating agreement with Pennsylvania Tunnel and Terminal Railroad Company.

*Officers:* President, Samuel Rea; Vice-president, W. W. Atterbury; Secretary, Lewis Neilson; Treasurer, J. F. Fahnestock.

*Main business office:* Broad Street Station, Philadelphia, Penna.



*Lessor Companies:*

**The Union Terminal Railroad Company of the City of Buffalo:** Incorporated June 12, 1884, under the railroad law. Proprietary corporation of Western New York and Pennsylvania Railroad Company, and operation by The Pennsylvania Railroad Company is through its lease of the latter. Leased to the Buffalo, New York and Philadelphia Railroad Company June 12, 1884.

*Officers:* President, John P. Green; Vice-president, A. J. County; Secretary, R. H. Groff; Treasurer, J. F. Fahnestock.

*Corporate office:* 85 Cedar street, New York city.

**Western New York and Pennsylvania Railway Company:** The Western New York and Pennsylvania Railroad Company was formed by consolidation March 18, 1895, of North Western Pennsylvania Railway Company, the certificate of incorporation dated February 25, 1895, and filed in the office of the Secretary of the Commonwealth of Pennsylvania March 18, 1895, and Western New York Railway Company, incorporated under the railroad law of New York February 28, 1895, as a reorganization of the Western New York and Pennsylvania Railroad Company, which last named company was a consolidation November 23, 1887, of the Western New York and Pennsylvania Railway Company of New York, incorporated October 12, 1887, as a reorganization of the Buffalo, New York and Philadelphia Railroad Company, and Western New York and Pennsylvania Railway Company of Pennsylvania, a Pennsylvania corporation. The Buffalo, New York and Philadelphia Railroad Company was a consolidation February 14, 1883, of The Buffalo, New York and Philadelphia Railway Company, The Olean and Salamanca Railroad Company, incorporated under the railroad law of New York October 21, 1882, The Oil City and Chicago Railroad Company, a Pennsylvania corporation; and The Buffalo, Pittsburg and Western Railroad Company, incorporated January 22, 1881, by consolidation of The Pittsburg, Titusville and Buffalo Railway Company, The Salamanca, Bradford and Allegheny River Railroad Company of New York, incorporated December 11, 1880, The Salamanca, Bradford and Allegheny River Railroad Company of Pennsylvania, a Pennsylvania corporation, The Buffalo, Pittsburg and Western Railway Company, incorporated September 29, 1880, and The Titusville and Oil City Railway Company, a Pennsylvania corporation. The Buffalo and Washington Railroad Company was incorporated February 7, 1865, and consolidated December 11, 1865, under authority of special act passed April 14, 1865 (ch. 439), with Buffalo and Allegheny Valley Railroad Company, incorporated under the railroad law May 30, 1853, to form the Buffalo and Washington Railway Company, the name of which was afterward changed by special act passed April 12, 1871 (ch. 429), to The Buffalo, New York and Philadelphia Railway Company, one of the constituent companies consolidated to form the Buffalo, New York and Philadelphia Railroad Company. The Pittsburg, Titusville and Buffalo Railway Company was formed by consolidation February 17, 1880, of The Buffalo, Chautauqua Lake and Pittsburg Railway Company, and the Pittsburg, Titusville and Buffalo Railway Company, a Pennsylvania corporation. The Buffalo, Chautauqua Lake and Pittsburg Railway Company was a consolidation May 3, 1879, of the Dunkirk, Chautauqua Lake and Pittsburg Railroad Company and The Corry and State Line Railroad Company, a Pennsylvania corporation. The Dunkirk, Chautauqua Lake and Pittsburg Railroad Company was a reorganization of the Buffalo, Corry and Pittsburg Railroad Company, formed by consolidation October 15, 1867, of The Buffalo and Oil Creek Cross Cut Railroad Company, incorporated July 19, 1865, under the railroad law, and the Cross Cut Railroad Company in the State of Pennsylvania, a Pennsylvania corporation, under authority of special act passed April 24, 1867 (ch. 753). Leased to The Pennsylvania Railroad Company October 22, 1902.

The following proprietary corporations of Western New York and Pennsylvania Railway Company are nominally sublessors under its lease to The Pennsylvania Railroad Company, but are considered for all practical purposes as merged: Olean, Bradford and Warren Railroad Company, incorporated October 17, 1877, under the railroad law and an act to facilitate the construction of narrow gauge railroads. Pennsylvania and Rochester Railroad Company, formed November 15, 1912, by consolidation of The Genesee Valley Canal Railroad Company, incorporated July 16, 1880, under the railroad law; and The Genesee Valley Terminal Railroad Company incorporated August 14, 1882, under the railroad law. The property of the two constituent corporations had been leased since December 8, 1881, and November 1, 1882, respectively, to The Buffalo, New York and Philadelphia Railway Company, a constituent of the Western New York and Pennsylvania Railway Company. The Rochester, New York and Pennsylvania Railroad Company (leased to the Buffalo, New York and Philadelphia Railway Company December 8, 1881), incorporated February 14, 1881, as a reorganization of Rochester, Nunda and Pittsburg Railroad Company, incorporated June 27, 1877 (also consolidated July 11, 1881, with same company under the name of The Rochester, New York, and Pennsylv-

ania Rail Road Company), as a reorganization of Rochester, Nunda and Pennsylvania Rail Road Company, originally incorporated April 9, 1870, and March 18, 1872, consolidated with The Rochester, Nunda and Pennsylvania Extension Rail Road Company incorporated January 10, 1872, and The Northern Extension of the Rochester, Nunda and Pennsylvania Railroad Company, incorporated January 12, 1872 (L. 1872, ch. 764). February 14, 1873, the consolidated company was consolidated with The Northern Rail Road and Navigation Company, incorporated by act of Pennsylvania approved March 23, 1867 (No. 1275; see also No. 1278, Session Laws 1869). See L. 1873, ch. 24, ratifying the consolidation; L. 1873, chs. 291 and 532; and L. 1872, ch. 183; 1874, ch. 248; and 1876, ch. 377; the latter all repealed by L. 1907, ch. 755, section 638 (L. 1876, ch. 377, repealed by construction, by L. 1880, ch. 14, section 2).

*Officers:* President, John P. Green; Vice-president, A. J. County; Secretary, Lewis Neilson; Treasurer, J. F. Fahnestock.

*Corporate office:* Broad Street Station, Philadelphia, Penna.

**The Philadelphia and Reading Coal and Iron Company**

*Organization:* Incorporated under the laws of Pennsylvania.

Returns not tabulated. Operates under lease road of The Central Dock and Terminal Railway Company "for the purpose of handling and shipping its own coal, from which it receives no revenue".

*Location of line:* Extends from Georgia Street dock, where it connects with the Buffalo and Niagara Falls branch of the New York Central and Hudson River railroad, about one mile west of Terrace station, to a point near Walden avenue, in Buffalo.

*Officers:* President, W. J. Richards; Secretary, W. G. Brown; Treasurer, H. E. Paisley.

*Main business office:* Reading Terminal, Philadelphia, Penna.

*Lessor Company:*

**The Central Dock and Terminal Railway Company:** Incorporated May 31, 1889, under the railroad law. Leased January 1, 1891, to Philadelphia and Reading Railroad Company for a term of years expiring March 1, 1910. Lease assumed by Philadelphia and Reading Railway Company December 1, 1896, on reorganization of original lessee. Lease assigned to The Philadelphia and Reading Coal and Iron Company November 14, 1905. Extended to January 1, 1916, and terms modified by subsequent agreements.

*Officers:* President, Ira A. Place; Secretary, George Ziegler; Treasurer, H. E. Paisley.

*Corporate office:* Grand Central Terminal, New York city.

**The Pittsburg, Shawmut and Northern Railroad Company**

*Organization:* Incorporated August 2, 1899, as a consolidation, under the railroad laws of New York and Pennsylvania, of The Central New York and Western Railroad Company and The Pittsburg, Shawmut and Northern Railroad Company, a Pennsylvania corporation. The Central New York and Western Railroad Company was incorporated in the State of New York November 18, 1892, as a reorganization of The Lackawanna and Southwestern Railroad Company, incorporated May 7, 1889, as a reorganization of The Lackawanna and Pittsburgh Railroad Company, incorporated under the railroad law November 1, 1882, and consolidated June 1, 1883, with the Allegany Central Railroad Company; which in turn was a consolidation November 21, 1881, of the Olean Railroad Company, incorporated under the railroad law May 2, 1881; The Friendship Railroad Company, incorporated under the railroad law May 10, 1881; and The Allegany Central Railroad Company, incorporated September 29, 1881, under the railroad law. The Lackawanna and Southwestern Railroad Company was consolidated October 2, 1889, with The Rochester, Hornellsville and Lackawanna Railroad Company, incorporated June 9, 1886, under the railroad law, under the name of the former company. The Central New York and Western Railroad Company and The Central New York and Northern Railroad Company, incorporated under the railroad law April 20, 1899, were consolidated August 1, 1899, under the name of the



former. The Pittsburg, Shawmut and Northern Railroad Company (Pennsylvania corporation) was formed by consolidation July 13, 1899, under the laws of Pennsylvania, of the Smethport and Olean Railroad Company, organized 1895, under the laws of Pennsylvania; The Mt. Jewett, Clermont and Northern Railroad Company, incorporated May 24, 1897, as a consolidation of The Mt. Jewett and Smethport Railroad Company, organized May 27, 1892, under the laws of Pennsylvania, and The Emporium and Mt. Jewett Railroad Company, organized under the laws of Pennsylvania October 28, 1895; The Buffalo, St. Mary's and Southwestern Railroad Company, a consolidation January 28, 1897, of The St. Mary's and Southwestern Railroad Company, organized June 19, 1893, under the laws of Pennsylvania, and The Buffalo and St. Mary's Railroad Company, organized June 5, 1895, under the laws of Pennsylvania; and The Mill Creek Valley Railroad Company, incorporated 1899, under the laws of Pennsylvania. The Shawmut Connecting Railroad Company, incorporated under the railroad law of New York August 1, 1900, was merged January 21, 1905, with The Pittsburg, Shawmut and Northern Railroad Company. August 1, 1905, by orders of the Supreme Court of the State of New York and of the Circuit Court of the United States for the Western District of Pennsylvania, Frank Sullivan Smith was appointed receiver of The Pittsburg, Shawmut and Northern Railroad Company at the suit of the Central Trust Company, trustee under the general railroad mortgage of The Pittsburg, Shawmut and Northern Railroad Company. Operates by contract Pittsburg and Shawmut railroad in Pennsylvania. The Pittsburg, Shawmut and Northern Railroad Company also operates under lease a piece of road formerly the property of The Rochester, Hornellsville and Lackawanna Railroad Company, now owned by Frank Sullivan Smith and John Byrne, personally. The Rochester, Hornellsville and Lackawanna Railroad Company was incorporated June 9, 1886, under the railroad law. The property of the company, after litigation, was sold at foreclosure and purchased in 1892 by its present owners, by whom it is leased to The Pittsburg, Shawmut and Northern Railroad Company. The road extends from Moraine to Hornell, in Steuben county, a distance of about ten miles.

*Location of line within State:* Main line extends from Wayland Junction (Wayland by trackage over the Delaware, Lackawanna and Western railroad) to Smethport, St. Mary's, Hyde, and Ramsaytown, Penna., with main line branches to Hornell, Olean, Hallton, Penna., and other points. That portion within the State extends from Wayland to Pennsylvania-State line.

*Officers:* Acting President and Receiver, Frank Sullivan Smith; Secretary, Lewis F. Wilson; Comptroller, H. S. Hastings.

*Main business office:* St. Mary's, Penna.

#### **Port Chester Terminal Railroad Company**

*Organization:* Incorporated July 12, 1901, under the railroad law.

Returns not tabulated. This corporation, controlled through ownership of entire capital stock by Russell, Birdsall and Ward Bolt and Nut Company, operates a railroad in connection with the properties of the above named company, the road extending from that company's yards to the tracks of The New York, New Haven and Hartford Railroad Company at Port Chester, N. Y., a distance of 0.542 mile. The balance sheet as of June 30, 1914, against a total investment in road and equipment of \$11,513, shows capital stock of \$10,000 and loans and bills payable of \$1513. No income account for the year is reported.

*Officers:* President, Samuel Comly; Secretary, Elwood Burdsall; Treasurer, Richard H. Burdsall.

*Main business office:* Midland avenue, Port Chester, N. Y.

#### **Raquette Lake Railway Company**

*Organization:* Incorporated February 7, 1899, as a street surface railroad. Motive power: steam, generated with oil as fuel, pursuant to authority granted by amendment to section 100 (now 180) of the railroad law by L. 1900, ch. 679.

*Location of line:* Herkimer and Hamilton counties; extends from Carter (formerly Clearwater) to Raquette Lake.

*Officers:* President, W. S. Webb; Vice-president, W. P. Hamilton; Secretary, C. E. Snyder; Treasurer, T. J. Regan.

*Main business office:* Grand Central Terminal, New York city.

#### **Rutland Railroad Company**

*Organization:* Incorporated July, 1867, under charter of Vermont approved March 28, 1867 (special session, ch. 3), as a reorganization of a company originally incorporated as Champlain and Connecticut River Railroad Company by special act of Vermont passed November 1, 1843 (ch. 54), and charter modified and name changed to Rutland and Burlington Railroad Company November 1, 1847, and reorganized as above, forming Rutland Railroad Company. Rutland Railroad Company was consolidated January 18, 1901, under act of Vermont approved October 29, 1900 (ch. 153), and under the railroad law of New York (certificate filed in New York state October 28, 1901), with Ogdensburg and Lake Champlain Railway Company, Bennington and Rutland Railway Company, and Rutland-Canadian Railroad Company. Ogdensburg and Lake Champlain Railway Company was incorporated by special act passed May 14, 1845 (ch. 324), as The Northern Railroad Company, and name changed by special act passed April 13, 1855 (ch. 401), to Ogdensburg and Lake Champlain Railroad Company; reorganized January 6, 1858, under name of Ogdensburg Railroad Company, and transferred to Ogdensburg and Lake Champlain Railroad Company, incorporated June 18, 1864, pursuant to special act passed March 31, 1857 (ch. 199), as revised and amended by special act passed April 8, 1864 (ch. 142). This transfer was made under date of August 1, 1865, and in the name of The Northern Railroad Company, the original mortgagor.

Interchange of freight and passengers between Central Vermont railroad and Ogdensburg and Lake Champlain railroad at Rouses Point is regulated by special act passed June 29, 1882 (ch. 364), and power to lease or own and operate steamboats on St. Lawrence river and upper lakes is conferred by special act passed May 12, 1884 (ch. 271).

By special act passed March 9, 1847 (ch. 25), The Northern Railroad Company was authorized to construct branches to connect with lines to be constructed in Canada East. Bennington and Rutland Railroad Company was incorporated under special act of Vermont approved November 5, 1845 (ch. 28), as Western Vermont Railroad Company, and reorganized August 1, 1865, under name of Bennington and Rutland Railroad Company; name changed to Bennington and Rutland Railway Company under articles of association dated August 8, 1877. Rutland-Canadian Railroad Company was incorporated under charter approved by the legislature of Vermont November 4, 1898 (ch. 160).

Rutland Railroad Company was also consolidated under the railroad law of New York (certificate filed in New York state December 24, 1901), and under above act of Vermont approved October 29, 1900 (ch. 153), with Chatham and Lebanon Valley Railroad Company. The Chatham and Lebanon Valley Railroad Company was originally incorporated as Lebanon Springs Railroad Company, organized March 25, 1852, under the railroad law.



By special acts passed March 8, 1853 (ch. 25), and June 24, 1853 (ch. 461), an extension of the Lebanon Springs railroad into Massachusetts and Vermont was authorized. By special act of Massachusetts passed April 21, 1853 (ch. 168), the Williamstown and Hancock Railroad Company was consolidated with the Lebanon Springs Railroad Company. By special act passed April 9, 1864 (ch. 145), the Lebanon Springs Railroad Company was authorized to change its terminus from Massachusetts-State line, as stated in the articles of association, to any point within the town of Hoosick, Rensselaer county, or the town of White Creek. The Lebanon Springs Railroad Company was consolidated August 20, 1867, under the laws of New York and Vermont, with Vermont and New York Railroad Company, organized under act of Vermont approved November 2, 1865 (ch. 134). April 25, 1870, the Lebanon Springs Railroad Company was consolidated with the Bennington and Rutland Railroad Company (see above, and special act of Vermont approved November 21, 1867 [ch. 155]), under the name of Harlem Extension Railroad Company; the property was operated as the Harlem Extension division of New York, Boston and Montreal Railway Company, incorporated under the railroad law January 21, 1873, for a short time. December 1, 1873, it was leased to Central Vermont Railroad Company and operated by that company until 1877. September 16, 1877, Harlem Extension Railroad South Cove Transportation Company assumed operation for the bondholders. Receiver appointed October 1, 1880, and road sold under foreclosure June 12, 1885, to a syndicate of bondholders who transferred it April 1, 1886, to the New York, Rutland and Montreal Railway Company, incorporated December 21, 1883, under the railroad law, for the purpose of consolidating the Lebanon Springs Railroad Company with Bennington and Rutland Railroad Company. February 27, 1888, Lebanon Springs railroad passed into the hands of a receiver, and was reorganized September 23, 1899, under the name of Chatham and Lebanon Valley Railroad Company.

*Location of lines within State:* The main line extends from White Creek (connection for Troy and Albany) and Bellows Falls, Vt. (connection for Boston), to Alburgh, Vt., and Noyan Junction, Que. (connection for Montreal), with branch to Addison Junction (Ticonderoga); and from Alburgh, Vt., to Ogdensburg. The Chatham division extends from Chatham to North Bennington, Vt., on the main line. No portion of the main line, White Creek to Canada line, is in the State. Of the Chatham division, that portion from Chatham to Vermont-State line, North Bennington, is within the State. The main line, Alburgh, Vt., to Ogdensburg, is within the State.

*Officers:* President, Alfred H. Smith; Vice-president, Howard Elliott; Secretary, Dwight W. Pardee; Treasurer, Edward L. Rossiter.

*Main business office:* Merchants Row, Rutland, Vt.

*Lessor Company:*

**Addison Railroad Company:** Incorporated under special act of Vermont dated November 2, 1867 (No. 154). Leased to the Rutland Railroad Company December 7, 1870. It holds under a 999 years' lease dating from January 14, 1873, 0.85 mile from the Vermont-State line to Addison Junction, formerly owned by The Whitehall and Plattsburgh Railroad Company, now a constituent corporation of The Delaware and Hudson Company. This road, from Vermont-State line to Addison Junction, is included with the road leased to Rutland Railroad Company.

*Officers:* President, William C. Brown; Secretary and Treasurer, Austin G. Adams.

*Corporate office:* Rutland, Vt.

**Schoharie Valley Railway Company**

*Organization:* Incorporated March 10, 1880, under the railroad law, as a reorganization of Schoharie Valley Railroad Company, incorporated April 13, 1874, under the railroad law.

*Location of line:* Schoharie county; extends from Schoharie Junction, where it connects with The Delaware and Hudson Company's railroad, to Schoharie.

*Officers:* President, Charles Vroman; Secretary and Treasurer, A. H. Wood.

*Main business office:* Schoharie, N. Y.

**Skaneateles Railroad Company**

*Organization:* Incorporated by special act passed April 17, 1866 (ch. 635). By special act passed May 15, 1876 (ch. 315), the company was authorized to own and operate steamboats on Skaneateles lake.

*Location of line:* Onondaga county; connects with the Auburn branch of New York Central and Hudson River railroad at Skaneateles Junction and extends to Skaneateles.

*Officers:* President, Henry B. Reed; Vice-president, S. A. Kane; Secretary and Treasurer, D. V. Reynolds.

*Main business office:* Jordan and Railroad streets, Skaneateles, N. Y.

**The South Buffalo Railway Company**

*Organization:* Incorporated April 25, 1899, under the railroad law.

*Location of line:* Erie county; connects with Buffalo Creek railroad at Buffalo Creek Junction and extends to Lackawanna; spurs, branches, connecting tracks, and extensions in and about the Lackawanna Steel Works are operated under lease.

*Officers:* President, E. A. S. Clarke; Vice-president, Moses Taylor; Secretary, Fred F. Graham; Treasurer, J. P. Higginson.

*Main business office:* Lackawanna Building, Lackawanna, N. Y.

**Sterling Mountain Railway Company**

*Organization:* Incorporated May 18, 1864, under the railroad law.

*Location of line:* Orange and Rockland counties; extends from Sterlington, where it connects with the main line of Erie railroad, to Lakeville.

*Officers:* President, H. A. Van Alstyne; Vice-president, W. P. Hamilton; Secretary, W. S. Johnson; Treasurer, B. Moffatt, jr.

*Main business office:* Sterlington, N. Y.

**The Terminal Railway of Buffalo**

*Organized:* Incorporated June 17, 1895, under the railroad law. Consolidated with The New York Central and Hudson River Railroad Company.

*Location of line:* Depew to West Seneca, Erie county.

*Officers:* President, Alfred H. Smith; First Vice-president, William K. Vanderbilt, jr.; Secretary, Dwight W. Pardee; Treasurer, Edward L. Rossiter.

*Main business office:* Grand Central Terminal, New York city.

**The Troy Union Rail Road Company**

*Organization:* Incorporated July 21, 1851, under the railroad law.

Returns not tabulated. This company owns 5.45 miles of railroad tracks situated in Troy, N. Y., within the territory between Madison street on the south, Hoosick street on the north, and the Hudson river bridge on the west. These tracks are used in common by the three companies controlling The Troy Union Rail Road Company through the ownership of its entire capital stock of \$30,000, of which The New York Central and Hudson River Railroad Company owns one-half, The Delaware and Hudson Company one-fourth, and the Boston and Maine Railroad one-fourth. The operating expenses, less revenues accruing from station privileges and the operation of a restaurant, are apportioned among and paid by the three controlling com-

panies in proportion to their several interests. The balance sheet as of June 30, 1914, shows gross investment in road and equipment \$1,159,800; common stock outstanding \$30,000; corporate surplus \$1,158,202. During the year ended June 30, 1914, revenues from station privileges, parcel room receipts, baggage storage, and rents were \$4059, and the net revenue from the operation of restaurant \$265; railroad operating expenses were \$114,880 and taxes \$33,368.

*Officers:* President, A. H. Smith; Vice-president, C. S. Sims; Secretary and Treasurer, F. A. Harrington.

*Main business office:* Room 1, Union Station, Troy, N. Y.

#### **The Ulster and Delaware Railroad Company**

*Organization:* Incorporated under the railroad law April 3, 1866, as The Rondout and Oswego Railway Company; name changed by authority of special act passed May 9, 1872 (ch. 604), to The New York, Kingston and Syracuse Railroad Company; and reorganized June 12, 1875, as Ulster and Delaware Railroad Company. The Ulster and Delaware Railroad Company was consolidated as The Ulster and Delaware Railroad Company December 31, 1901, with the following companies, incorporated under the railroad law at the dates stated: Hobart Branch Railroad Company, March 25, 1884; Delaware and Otsego Railroad Company, May 5, 1887; The Stony Clove and Catskill Mountain Railroad Company, January 18, 1881; and The Kaaterskill Railroad Company, November 23, 1882.

*Location of line:* The main line extends from Kingston Point to Oneonta, with branches to Kaaterskill and Hunter.

*Officers:* President, Edward Coykendall; Vice-president, T. C. Coykendall; Secretary, H. H. Flemming; Treasurer, H. B. Coykendall.

*Main business office:* 22 Ferry street, Kingston, N. Y.

#### **Unadilla Valley Railway Company**

*Organization:* Incorporated January 21, 1904, as a reorganization of The Unadilla Valley Railway Company, incorporated January 25, 1890, under the railroad law.

*Location of line:* Chenango, Madison, and Oneida counties; extends from Bridgewater, where it connects with the Richfield Springs branch of the Delaware, Lackawanna

and Western railroad, to New Berlin, where it connects with the New Berlin branch of New York, Ontario and Western railway.

*Officers:* President, Lewis R. Morris; Vice-president, William McNair; Secretary and Treasurer, Wirt Howe.

*Main business office:* New Berlin, N. Y.

#### **The United States and Canada Railroad Company**

[Operated by Grand Trunk Railway Company of Canada.]

*Organization:* Incorporated May 26, 1883, under the railroad law, and consolidated July 6, 1888, with Massena Springs and Fort Covington Railroad Company, incorporated September 12, 1884, under the railroad law.

*Location of line:* St. Lawrence and Franklin counties; extends from Massena Springs, where it connects with the Rome, Watertown and Ogdensburg division of the New York Central and Hudson River railroad, to the International boundary line near Fort Covington, at which point it connects with a branch of the Grand Trunk railway extending to Montreal.

*Officers:* President, E. J. Chamberlin; Vice-president, S. W. Foster; Secretary, J. W. Gaudion; Treasurer, Frank Scott.

*Main business office:* McGill street, Montreal, Canada.

#### **Frank Williams and Company**

Operates under lease the switching tracks of The Buffalo Creek Transfer Railroad Company. Owns the entire capital stock of the railroad company and operates its property chiefly as a terminal switching road in its own coal business. Organized as a copartnership.

*Main business office:* 812 Prudential Building, Buffalo, N. Y.

The following steam railroad corporations have limited trackage rights within the Second Public Service District, but do not report to the Commission:

Central Vermont Railway Company;  
Grand Trunk Railway Company of Canada (Buffalo and Niagara Falls termini);  
The Michigan Central Railroad Company;  
Toronto, Hamilton and Buffalo Railroad Company;  
The Wabash Railroad Company.



## INCHOEATE AND DORMANT CORPORATIONS

**Buffalo Frontier Terminal Railroad Company**

Incorporated January 4, 1904. Road projected to extend from Bay View, Erie county, N. Y., to Tonawanda, N. Y., a distance of 27.7 miles. Certificate of public convenience and a necessity was granted by the Public Service Commission, Second District, July 20, 1909. Appeal taken from this order of the Public Service Commission, and May 20, 1913, the order was affirmed by the Court of Appeals. April 23, 1914, the time within which the company might begin construction was extended for five years, and the time in which it might finish road and put into operation was extended for ten years. Construction not begun June 30, 1914. Proposed capitalization \$3,000,000 common stock; of this, \$31,300 par value is considered outstanding, that amount having been subscribed and paid at the time of incorporation. No stock certificates have been actually issued to shareholders.

*Officers:* Vice-president, Edw. Michael; Secretary, Robert F. Schelling; Treasurer, Arthur D. Bissell.

*Main business office:* 618 Ellicott Square, Buffalo, N. Y.

**Champlain and Sanford Railroad Company**

Incorporated April 18, 1908, for the primary purpose of securing railroad transportation facilities for iron ore from the mines of the MacIntyre Iron Company; time extended for three years from April 18, 1913. The road is projected to extend from Addison Junction (now Fort Ticonderoga) to Lake Sanford via Paradox lake, Schroon river, and Blue Ridge, a total distance of 62.21 miles. It is reported that deeds have been secured for 32 miles of right of way, and that 14 miles are under condemnation proceedings. The entire capital stock of the company is owned by the MacIntyre Iron Company. The balance sheet June 30, 1914, shows—

<i>Assets Side:</i>	
Road and equipment.....	\$86,750
Cash .....	119
	<hr/> \$86,869
<i>Liabilities Side:</i>	
Common stock .....	\$60,000
Advances by controlling corporation.....	25,000
Other liabilities .....	1,869
	<hr/> \$86,869

*Officers:* President, Andrew Thompson; Vice-president, Charles M. Hyatt; Secretary, Guy D. Hills; Treasurer, A. R. McKenzie, jr.

*Main business office:* 13 North Pearl street, Albany, N. Y.

**Corning, Keuka Lake and Ontario Railway Company**

Incorporated January 14, 1905, as a reorganization of the Sodus Bay, Corning and New York Railroad Company, organized 1872. The road is projected to extend from Corning to Sodus Bay via Bradford, Penn Yan, Geneva, and Lyons, N. Y., a total distance of 86 miles. It is reported that about 59 miles of the roadbed had been graded prior to reorganization, and some grading was done in the Summer of 1906, when work had to be discontinued because of suits brought by claimants of land along the roadbed, which suits are still pending.

*Officers:* President, John C. Zimmerman; Vice-president, Fred Crosby; Secretary, Frank Plaisted; Treasurer, David E. Hoover.

*Main business office:* Bradford, N. Y.

**Cortland and Auburn Railroad Company**

Incorporated August 31, 1906. Certificate of public convenience and a necessity granted by the Board of Railroad Commissioners April 3, 1907. The road is projected to extend from Cortland, N. Y., to Auburn, N. Y., via Skaneateles lake, a distance of 35.7 miles. Right to issue \$1,000,000 bonds secured by mortgage on property and franchises of company granted by the Board of Railroad Commissioners May 15, 1907. Location surveys are not completed, and construction has not been carried on during the year because sale of bonds was not completed as expected. Amount of stock actually outstanding is \$40,000; this with \$10,000 other unfunded debt constitutes the total liabilities of the company, all of which is charged to "Cost of road and equipment".

*Officers:* President, Benjamin L. Webb; Vice-president, Nathan A. Bundy; Secretary, Wyland D. Tisdale; Treasurer, Eliot L. Stone.

*Main business office:* 56 Main street, Cortland, N. Y.

**Delaware Valley and Kingston Railway Company**

Incorporated November 8, 1899, to build a road projected to extend from Jackawaxen, Penna., to Rondout, N. Y., a total distance of 79.9 miles. Its capital stock of \$250,000 is owned

by Erie Railroad Company, which has also advanced \$70,937.97. Total expenditure for road and equipment to June 30, 1914, is reported as \$251,300, of which the three largest items are real estate \$169,962, law expenses \$22,824, engineering \$19,624.

*Officers:* President, F. D. Underwood; Vice-president, G. F. Brownell; Secretary, David Bosman; Treasurer, D. W. Bigoney.

*Main business office:* 50 Church street, New York city.

**Elizabethtown Terminal Railroad Company**

Incorporated September 27, 1909, for the purpose of building a standard gauge railroad from Westport, N. Y., to a point near the village limits of Elizabethtown, Essex county, N. Y., a total distance of 8 miles. September 29, 1909, a contract for constructing and equipping the road was entered into with V. R. Coon, and under this contract the grading of roadbed was partly constructed. That contract was surrendered March 30, 1911, and a new one for the completion and equipping of road was entered into with Crosby and Parker of Brattleboro, Vt., the contractors to be reimbursed from the proceeds of a bond issue. Under this latter contract the grading is reported to have been completed by June 30, 1911. No work has been done since that date, according to the company's reports. Of a contemplated issue of \$80,000 capital stock, \$29,000 were issued and outstanding at the close of the year; and of a contemplated issue of \$150,000 bonds, \$85,500 were issued and outstanding.

*Officers:* President, George W. Jenkins; Vice-president, Livingston Woodruff; Secretary, Robert B. Dudley; Treasurer, Merritt C. Stanton.

*Main business office:* Elizabethtown, N. Y.

**Frontier and Western Railroad Company**

Incorporated August 5, 1909. November 6, 1909, a petition was filed with the Public Service Commission, Second District, for a certificate under section 59 of the railroad law and section 53 of the Public Service Commissions Law. This application was contested by other railroad companies interested, both before the Commission and in the courts. February 12, 1914, the Public Service Commission, Second District, granted a certificate of public convenience and a necessity. May 27, 1914, the Commission denied application for a rehearing. During June, 1914, the contesting railroads obtained a writ of certiorari to review the decision of the Commission, which proceeding is now pending. Chapter 491, laws of 1914, extended for five years the time to begin and finish construction and put road in operation, and extended for ten years the corporate existence and powers of the company, both extensions dating from August 5, 1914. Construction has not yet been commenced.

*Officers:* President, William B. Cutter; Vice-president, Edward Michael; Secretary, Robert F. Schelling; Treasurer, Arthur D. Bissell.

*Main business office:* 618 Ellicott Square, Buffalo, N. Y.

**The Hudson Highland Bridge and Railway Company**

"The company was organized in the '60's under the name of Hudson Suspension Bridge and New England Railroad Company. The location was completed from Turners, N. Y., on the Erie railroad, to Brewster, N. Y., on the Harlem railroad, and a large part of the right of way was purchased, about \$200,000 being expended for this purpose alone. The construction was thereupon begun and a bond issue was made to pay for this and for the real estate purchased. . . . Owing to the Baring Brothers' failure of 1890, the English syndicate which was to have taken up the larger part of the bonds was obliged to drop the matter, and before the affair could be reinstated the panic of 1893 forced the company into bankruptcy. Its charter and that part of the right of way where most of the work had been done were purchased at foreclosure by a committee of the American bondholders, who incorporated as The Hudson Highland Bridge and Railway Company, eliminating all the foreign interests. The charter has been extended so that it now has about four years more to run [to July 4, 1915]. Modern requirements have made necessary such material changes in the location of this road that most of the right of way became of no value for this purpose, and in consequence all the company's direct holdings have been sold; but it has options on all the important parts and retains the right to cross the tracks of the New York Central and West Shore railroad companies. The modern bridge planned would cross the river 250 feet higher than that planned twenty-five years ago, and would be the highest bridge in the world, and the longest span. Negotiations are under consideration for construction."

*Officers:* President, R. G. Hazard; Secretary and Treasurer, J. G. Hazard.

*Main business office:* 989 James street, Syracuse, N. Y.

**The Hudson River Connecting Railroad Corporation**

Incorporated March 19, 1913, for the purpose of constructing a high level railroad bridge across the Hudson river between Castleton and Shodack Landing. The road is projected to extend from a point connecting with the New York Central and Hudson River railroad at or near Stuyvesant, in a northerly direction to a point on the east bank of the Hudson river opposite Upper Schodack Island, thence westerly to connect with the West Shore railroad at or near Feura Bush. Stuyvesant and Feura Bush will be its termini. Work on the foundation for the Hudson river bridge has been begun. The total projected length is 18 miles, including two branches of about 6 miles. The company is controlled by The New York Central and Hudson River Railroad Company through ownership of the entire capital stock. The balance sheet June 30, 1914, shows —

<i>Assets Side:</i>	
Road and equipment.....	\$29,003
Cash and other current assets.....	1,280
	<hr/> \$30,283
<i>Liabilities Side:</i>	
Capital stock.....	\$25,000
Accounts payable.....	4,853
Surplus.....	430
	<hr/> \$30,283

Of the \$29,003, cost of road to June 30, 1914, \$25,099 is charged to "Engineering".

*Officers:* President, Alfred H. Smith; Vice-president, W. K. Vanderbilt, Jr.; Secretary D. W. Pardee; Treasurer, E. L. Rossiter.

*Main business office:* Grand Central Terminal, New York city.

**Newark, Williamson and Northern Railroad Company**

Incorporated March 3, 1914. Road is projected to extend from Newark to Williamson via Marion. The balance sheet June 30, 1914, shows —

<i>Assets Side:</i>	
Cash.....	\$14,829
Road and equipment.....	171
	<hr/> \$15,000
<i>Liabilities Side:</i>	
Capital stock.....	\$15,000

*Officers:* President, Ernest L. Edgcomb; Vice-president, Willis P. Rogers; Secretary, Leslie Kincaid; Acting Treasurer, Judson L. Transue.

*Main business office:* Newark, N. Y.

**Rome and Osceola Railroad Company**

Incorporated March 6, 1908, to build a railroad projected to extend from Rome, N. Y., to Osceola, N. Y., via Lee Center and Point Rock, a distance of 25 miles. Location surveys were completed May 26, 1908. Certificate of public convenience and a necessity was granted by the Public Service Commission, Second District, July 30, 1908; 19.41 miles of right of way have been acquired, and 10.83 miles of road graded. The balance sheet June 30, 1914, shows —

<i>Assets Side:</i>	
Road and equipment.....	\$83,663
Cash and accounts receivable.....	154
	<hr/> \$83,817
<i>Liabilities Side:</i>	
Subscriptions to capital stock.....	\$33,616
Bills payable.....	44,400
Other liabilities.....	5,801
	<hr/> \$83,817

The three large items of cost of road and equipment are grading \$49,933, right of way and station grounds \$15,160, miscellaneous general expenditures \$7,000.

*Officers:* President, W. Pierrepont White; Vice-president, John D. McMahon; Secretary and Treasurer, Hugh White.

*Main business office:* 102 West Dominick street, Rome, N. Y.

**The Syracuse and Baldwinsville Railway Company**

Incorporated January 27, 1889. Right of way runs from Amboy station, in town of Camillus, Onondaga county, thence northwest through the towns of Van Buren and Lysander to the village of Baldwinsville, a distance of 6 miles single track, with 2 miles of sidings. In July, 1892, the running of trains was discontinued, and in November, 1893, all tracks were taken up with the exception of 0.95 mile and 1 mile of siding in the village of Baldwinsville. These remaining tracks are operated in connection with siding of the Oswego and Syracuse Railroad Company running from its tracks into the village of Baldwinsville. Controlled by The Delaware, Lackawanna and Western Railroad Company through stock ownership. The balance sheet June 30, 1914, shows —

<i>Assets Side:</i>	
Road and equipment.....	\$190,932
Current assets.....	3,011
Corporate deficit.....	83,205
	<hr/> \$277,149
<i>Liabilities Side:</i>	
Preferred stock.....	\$85,640
Common stock.....	8,620
Interest matured and unpaid.....	75,889
Other accounts payable.....	107,000
	<hr/> \$277,149

*Officers:* President, W. H. Truesdale; Vice-president, E. E. Loomis; Secretary and Treasurer, A. D. Chambers.

*Main business office:* 90 West street, New York city.

**Westchester Northern Railroad Company**

Incorporated February 8, 1910, to construct and operate a steam or electric railroad from White Plains, N. Y., to Danbury, Conn., via Bedford, N. Y., with branch line from a point near Cross Pond in the town of Poundridge, Westchester county, to Brewster, Putnam county, N. Y., a distance of 43.45 miles. May 24, 1910, the Public Service Commission, Second District, granted a certificate of public convenience and a necessity, and permitted the respondent to exercise its franchise and begin construction. June 21, 1910, the Commission authorized the issue of \$60,000 par value of capital stock for the acquisition of right of way. During 1911 orders were obtained from the Supreme Court authorizing construction and maintenance of operation of railroad across certain streets, avenues, and highways in the towns of Harrison, Poundridge, Lewisboro, North Salem, North Castle, Westchester county; and in the town of South East, Putnam county. Respondent has acquired some real estate for right of way, but construction has not been begun. The balance sheet June 30, 1914, shows —

<i>Assets Side:</i>	
Road and equipment, right of way, and station grounds.....	\$64,238
Cash.....	1,241
	<hr/> \$65,480
<i>Liabilities Side:</i>	
Capital stock.....	\$60,000
Bills payable.....	5,000
Interest accrued.....	401
Corporate surplus.....	79
	<hr/> \$65,480

*Officers:* President, Leyerett S. Miller; Secretary and Treasurer, George M. Spidell, jr.

*Main business office:* 481 Morris Park avenue, New York city.



## OPERATING STEAM RAILROAD CORPORATIONS

The figures following the name give the order in which the corporation appears in the tables:

Adirondack and Saint Lawrence Railroad Company.....	54	Lehigh and New England Railroad Company.....	18
Bath and Hammondsport Railroad Company.....	48	Lehigh Valley Railroad Company.....	8
Boston and Maine Railroad.....	6	Long Island Railroad Company, The.....	11
Buffalo and Susquehanna Railroad Company (Receiver's operations).....	21a	Lowville and Beaver River Railroad Company, The.....	45
Buffalo and Susquehanna Railroad Corporation.....	21b	Marcellus and Otisco Lake Railway Company.....	53
Buffalo and Susquehanna Railway Company (Corporate transactions).....	25a	Middleburgh & Schoharie Rail Road.....	60
Buffalo and Susquehanna Railway Company (Receiver's operations).....	25b	Middletown and Unionville Railroad Company.....	39
Buffalo, Attica and Arcade Railroad Company.....	46	Newark and Marion Railway Company (before Receivership).....	56a
Buffalo Creek Railroad Company, The.....	26	Newark and Marion Railway Company (Receivership).....	56b
Operated by Erie and Lehigh Valley Railroad Companies jointly.			
Buffalo, Rochester and Pittsburgh Railway Company.....	13	New Jersey and New York Railroad Company.....	23
Carthage and Copenhagen Railroad Company.....	55	New York and Pennsylvania Railway Company.....	35
Catskill and Tannersville Railway Company.....	65	New York, Auburn and Lansing Railroad Company, The (Receivers' operations).....	36a
Catskill Mountain Railway Company.....	44	New York Central and Hudson River Railroad Company, The.....	2
Central New England Railway Company.....	15	New York, Chicago and Saint Louis Railroad Company, The.....	12
Central New York Southern Railroad Corporation.....	36b	New York, New Haven and Hartford Railroad Company, The.....	3
Champlain and Saint Lawrence Railroad Company, The.....	58	New York, Ontario and Western Railway Company.....	14
Operated by Grand Trunk Railway Company of Canada.			
Connecting Terminal Railroad Company, The.....	32	New York, Susquehanna and Western Railroad Company.....	17
Cooperstown and Charlotte Valley Rail-road Company.....	43	Niagara Junction Railway Company.....	38
Cranberry Lake Railroad Company.....	66	Northern Central Railway Company, The.....	10
Dansville and Mount Morris Railroad Company.....	47	Norwood and Saint Lawrence Railroad Company.....	37
Delaware and Northern Railroad Company.....	33	Otis Railway Company.....	62
Delaware and Hudson Company, The.....	9	Owasco River Rail Way, The.....	49
Delaware, Lackawanna and Western Railroad Company, The.....	7	Pennsylvania Railroad Company, The.....	1
Dexter and Northern Railroad Company.....	64	Pittsburg, Shawmut and Northern Railroad Company, The (Corporate transactions).....	19a
Dunkirk, Allegheny Valley and Pittsburgh Railroad Company, The.....	27	Pittsburg, Shawmut and Northern Railroad Company, The (Receiver's operations).....	19b
The New York Central and Hudson River Railroad Company, lessee.			
Erie Railroad Company.....	5	Raquette Lake Railway Company.....	50
Fonda, Johnstown and Gloversville Railroad Company <sup>1</sup> .....	28	Rutland Railroad Company.....	16
Fulton Chain Railway Company.....	63	Schoharie Valley Railway Company.....	52
Genesee and Wyoming Railroad Company.....	30	Skaneateles Railroad Company.....	42
Glenfield and Western Railroad Company.....	59	South Buffalo Railway Company, The.....	24
Greenwich and Johnsonville Railway Company.....	34	Sterling Mountain Railway Company.....	51
Kanona and Prattsburgh Railway Company.....	57	Terminal Railway of Buffalo, The.....	29
Keeseville, Ausable Chasm and Lake Champlain Railroad Company, The..	61	Ulster and Delaware Railroad Company, The.....	22
Lake Champlain and Moriah Railroad Company.....	31	Unadilla Valley Railway Company.....	40
Lake Shore and Michigan Southern Railway Company, The.....	4	United States and Canada Railroad Company.....	41
Lehigh and Hudson River Railway Company, The.....	20	Operated by Grand Trunk Railway Company of Canada.	

<sup>1</sup> Fonda, Johnstown and Gloversville Railroad Company operates a steam railroad and an electric railroad. Its report of corporate and fiscal affairs and statistics of operation (with the exception of description of railroad operated electrically, detailed statement of electric railroad direct operating revenues and expenses, statistics of electric railroad operations, and grade crossings and crossing protection, which are included among tables of electric railroad corporations) is rendered as of a steam railroad corporation, and tabulations thereof are included with those of steam railroad corporations.

Returns not tabulated; see statement Organization, etc.

Island Railroad Company, The  
Jamestown, Westfield and Northwestern Railroad Company  
Massena Terminal Railroad Company, The  
Philadelphia and Reading Coal and Iron Company, The

Port Chester Terminal Railroad Company  
Troy Union Rail Road Company, The  
Williams, Frank, and Company



TABLE 101: BALANCE SHEET, OPERATING STEAM

The figures given are for the corporation as a whole; they are not segregated according to state lines. Figures in *italics* denote credit balances on the assets. The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic

L.No.	Pennsylvania 1	New York C. & H. R. 2	New York, N. H. & H. 3	Lake Shore & M. S. 4	Erie 5	Boston & Maine 6	Delaware, L. & W. 7	Lehigh Valley 8	Delaware & Hudson 9	L.N.
	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	492,563,918	369,144,056	195,903,526	148,741,814	302,147,577	90,653,840	64,212,633	78,431,317	76,031,559	1
2	17,276,347	6,739,659	2,145,734	4,898,181	8,028,673	4,969,160	8,580,378	7,167,563	.....	2
3	475,287,571	362,404,396	193,757,792	143,843,633	294,118,904	85,684,680	55,632,255	71,263,754	76,031,559	3
4	173,774,438	149,512,845	43,937,690	16,473,020	67,269,962	5,750,315	9,878,233	39,695,884	12,606,695	4
5	2,678,494	267,113,104	1,625,992	.....	12,562,262	2,414,821	.....	220,292	8,895,498	5
6	6,705,025	3,713,893	129,691,109	825	44,584,156	.....	.....	35,336,189	20,496,940	6
7	2,060,678	5,474,027	8,331,679	105,221	21,020	200,178	43,159,836	3,836,472	2,115,916	7
8	31,593,556	9,764,703	6,066,958	11,004,131	6,069,183	3,510,836	4,308,109	11,020,821	790,467	8
9	73,893,208	30,869,540	1,863,205	99,586,951	47,865	11,812,446	12,217,089	325,000	.....	9
10	90,269,629	40,640,729	42,842,258	32,118,639	6,807,952	4,892,264	5,892,392	3,559,095	5,050,374	10
11	14,607,655	11,005,885	5,642,340	4,770,436	4,971,671	5,702,135	3,435,410	3,373,261	3,160,499	11
12	410,055	3,655,395	1,850,931	1,902,392	9,382	118,659	.....	395,913	289,941	12
13	9,691,991	2,603	.....	5,385,325	4,880,646	2,145,864	3,452,102	1,101,504	3,179,581	13
14	45,461,318	31,449,528	15,893,295	5,088,161	6,891,866	3,658,189	6,458,497	1,476,140	5,537,103	14
15	.....	.....	.....	.....	.....	3,153,376	.....	.....	.....	15
16	926,433,618	715,606,648	451,503,249	320,278,734	448,234,869	129,043,762	144,433,923	171,604,324	138,154,572	16
17	506,457,848	225,579,170	176,400,787	49,996,100	176,271,300	49,156,811	42,291,120	60,608,000	42,502,600	17
18	245,681,169	391,945,082	237,298,904	169,093,030	211,056,923	43,338,000	105,600	77,129,669	62,320,000	18
19	28,973,160	78,374,493	17,071,416	45,134,715	17,802,881	32,587,869	9,119,257	7,028,606	10,355,930	19
20	11,642,095	1,936,888	18,286,707	594,909	209,641	2,526,033	466,274	2,939,365	532,495	20
21	70,034,340	5,608,735	.....	9,557,252	4,481,312	191,341	56,496,882	.....	.....	21
22	37,248,828	134,465	623,188	.....	6,593,896	1,243,707	.....	.....	6,991,358	22
23	26,396,179	12,027,814	1,822,246	45,902,729	31,818,916	.....	35,954,790	23,898,684	15,452,188	23

<sup>1</sup> Includes \$15,272,820 expenditures on leased lines. <sup>2</sup> "Permanent debt" includes \$7,000,000 Boston and Albany Equipment Trust certificates of 1912, being the entire issue to the date of the report. "Advances to system corporations" includes \$2,378,000 representing The New York, New Haven and Hart-

ford Railroad Company's share in this liability as of January 31, 1914, under its contract with The New York Central and Hudson River Railroad Company for the operation of the Boston and Albany railroad. <sup>3</sup> The report of The New York, New Haven and Hartford Railroad Company includes in "Physical

TABLE 102: INCOME AND PROFIT AND LOSS STATEMENT,

See explanatory note under heading of Table 101a

L.No.	Pennsylvania 1	New York C. & H. R. 2	New York, N. H. & H. 3	Lake Shore & M. S. 4	Erie 5	Boston & Maine 6	Delaware, L. & W. 7	Lehigh Valley 8	Delaware & Hudson 9	L.N.
	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	178,963,562	112,705,211	66,617,693	53,344,157	52,344,668	47,413,906	39,819,284	39,783,564	23,090,061	1
2	134,049,847	85,718,343	48,515,350	40,817,260	37,084,156	38,296,679	25,621,409	27,609,162	15,309,780	2
3	44,913,714	26,986,868	18,102,343	12,526,896	15,260,512	9,117,227	14,197,875	12,174,402	7,780,280	3
4	1,778,769	264,708	85,480	118,382	302,965	186,240	418,109	280,244	14,334	4
5	43,134,945	26,722,159	18,187,823	12,645,279	14,957,547	9,303,467	14,615,985	11,894,158	7,765,946	5
6	7,352,503	6,206,869	3,568,219	2,409,212	1,689,427	2,059,017	2,100,000	1,549,895	648,607	6
7	35,782,443	20,515,290	14,619,604	10,236,067	13,268,120	7,244,450	12,515,985	10,344,263	7,117,339	7
8	2,475	.....	129,367	5,000	21,034	18,000	.....	.....	65,221	8
9	.....	.....	244,181	211,081	1,079,833	.....	330,775	327,656	143,827	9
10	1,586,843	3,085,515	579,511	517,374	801,828	287,442	228,731	402,958	310,599	10
11	40,508	240,582	163,610	10,065	.....	4,368	2,971,528	143,955	747,876	11
12	.....	14,384	843,675	.....	.....	.....	.....	.....	2,844	12
13	13,303,844	11,895,907	4,521,761	4,889,054	725,921	11,895,633	875,022	1,241,035	691,973	13
14	993,296	467,049	273,244	365,823	567,595	11,141,869	418,457	423,060	158,943	14
15	1,161,468	745,381	2,049,877	1,387,776	419,803	128,912	299,636	325,610	149,699	15
16	1,552,943	145,852	286,439	5,207	4,022	65,564	.....	.....	268,813	16
17	18,641,376	16,594,670	7,247,990	8,235,055	3,620,036	1,541,788	5,124,118	2,864,272	2,539,795	17
18	54,423,819	37,109,960	21,867,594	18,471,122	16,888,156	8,786,238	17,640,133	13,208,535	9,657,134	18
19	3,901,868	8,067,709	4,658,542	2,933,421	2,226,702	5,487,629	5,898,975	2,212,420	1,920,799	19
20	230,672	852,855	.....	.....	1,535,404	.....	.....	.....	.....	20
21	1,492,341	1,053,834	2,684,177	904,118	1,079,557	161,331	38,178	448,801	388,732	21
22	.....	52,246	92,691	2,708	.....	.....	1,196,551	146,346	468,799	22
23	.....	.....	.....	.....	.....	.....	.....	.....	.....	23
24	.....	.....	2,078,081	.....	2,477,076	.....	.....	27,228	.....	24
25	9,589,229	14,557,847	9,065,299	6,606,582	9,418,233	1,735,705	6,434	3,308,428	2,553,298	25
26	207,927	1,856,150	2,745,061	1,290,843	211,956	1,562,965	186,762	13,651	204,469	26
27	2,604,007	31,136	275,080	.....	124,737	274,108	.....	.....	7,338	27
28	18,026,044	26,471,777	21,598,931	11,737,672	15,538,561	10,737,142	7,326,901	6,151,875	5,543,375	28
29	36,397,775	10,638,183	268,663	6,733,450	1,349,595	1,970,903	10,313,232	7,056,660	4,113,759	29
30	1,772,639	.....	.....	.....	760,709	73,839	.....	.....	.....	30
31	29,770,865	11,278,517	2,356,769	8,999,298	.....	.....	6,632,620	.....	.....	31
32	6,442,520	.....	.....	.....	453,239	.....	1,445,245	.....	.....	32
33	.....	.....	.....	.....	.....	.....	.....	.....	.....	33
34	37,986,044	11,278,517	2,356,769	8,999,298	1,213,948	73,839	8,077,865	.....	.....	34
35	1,588,270	640,834	2,088,106	2,265,848	135,648	2,044,743	2,235,367	7,056,660	4,113,759	35
36	28,627,727	14,049,189	7,916,557	43,538,586	31,889,199	372,472	32,088,524	25,066,231	22,334,658	36
37	12,028,981	4,776	2,132,939	7,215,329	9,872,587	12,740,795	12,254,082	12,499	52,142	37
38	.....	.....	.....	.....	.....	.....	.....	6,060,800	3,825,234	38
39	22,672,260	11,385,817	6,139,144	5,885,339	191,078,518	1,206,957	1,623,182	16,175,906	7,223,137	39
40	26,396,179	12,027,814	1,822,246	45,902,729	31,818,916	3,153,376	35,954,790	23,898,684	15,452,188	40

<sup>1</sup> Includes \$667,788 "Profit on sale and redemption of securities"; \$555,841 "Advances received after having been charged off"; and \$479,500 "Arcade Real Estate Co. stock received as dividends". <sup>2</sup> Includes \$1,576,613 "Loss on sale of securities"; \$428,522 "Debt discount extinguished through surplus"; \$196,844 "Delayed income debits"; and \$177,533 "Advances to affiliated companies". <sup>3</sup> Includes \$1,116,826 "Debt discount extinguished through surplus," of which \$905,069 represents discounts on short term notes. <sup>4</sup> \$40,316 dividends and \$171,000 interest on securities controlled through subsidiaries and not listed in Table 103 are included with "Dividend income" and "Income from funded securities" respectively. "Income from unfunded securities" includes \$141,842 interest on various notes classed with "Permanent debt" and listed in Table 103, although no date of maturity is shown for any of them. <sup>5</sup> Includes \$1,983,355 "Reserve account of insurance funds closed"; and \$123,721

"Adjustment of securities to par value". <sup>6</sup> Includes \$3,776,066 "Adjustment of book value of investments"; \$1,265,296 "Loss on sale of New York, Westchester and Boston Ry. Co. bonds"; \$731,201 "Sundry adjustments relating to prior years"; and \$244,796 "Loss on sale of treasury securities". <sup>7</sup> Includes \$499,250 "Net profit realized from sale of Cleveland Short Line Ry. Co. first mortgage bonds"; and \$1,362,643 "Amount of adjustment with the Pittsburgh, McKeesport and Youghiogheny R. R. Co. account one-half of the amount expended by that company for construction, improvements, and new equipment for the Pittsburgh, McKeesport and Youghiogheny R. R. Co. during period July 1, 1907, to December 31, 1911, and deducted from the period from operation of latter company before payment to the Pittsburgh and Lake Erie R. R. Co. and Lake Shore and Michigan Southern Ry. Co. of their respective proportions of the profit, and which expenditures had not heretofore been included on Property account



## RAILROAD CORPORATIONS, JUNE 30, 1914

side or *debit* balances on the liabilities side.  
order and their ranking on the basis of railroad operating revenues, see page 27.

L.No.	Item	Northern Central 10	Long Island 11	New York, C. & St. L. 12	Buffalo, R. & P. 13	New York, O. & W. 14	Central New England 15	L.No.
1	Gross investment in road and equipment.....	<i>Dollars</i> 35,271,678	<i>Dollars</i> 70,248,762	<i>Dollars</i> 59,711,933	<i>Dollars</i> 49,192,487	<i>Dollars</i> 84,192,921	<i>Dollars</i> 22,205,055	1
2	Reserve for accrued depreciation, credit.....	687,434	1,202,087	360,932	2,028,081	1,498,991	257,323	2
3	Net investment in road and equipment.....	34,584,244	69,046,674	59,351,001	47,198,406	82,693,930	21,947,733	3
4	Other permanent investments:							
5	Securities of system corporations.....	2,041,101	2,519,986	1,500,000	657,608	4,620,000	40,061	4
6	Advances to system corporations.....					40,061	68,736	5
7	Other securities.....		443,376		100	4,551,729		6
8	Physical property.....	8,510	30,009		16,641			7
9	Cash.....	725,371	721,732	566,686	1,228,177	513,204	374,411	8
10	Marketable securities.....	6,524,931	34,393			365		9
11	Miscellaneous bills and accounts receivable.....	828,570	6,063,221	1,968,802	936,801	1,918,338	287,975	10
12	Materials and supplies.....	645,927	1,150,654	995,905	1,400,503	798,689	347,262	11
13	Other working assets and accrued income.....	63,158	97,444		149,084		529	12
14	Temporary advances to system corporations.....	856,468	2,316,016		892,152			13
15	Other deferred debit items.....	1,641,317	<sup>6</sup> 1,386,798	2,032,826	2,185,597	596,371	82,333	14
16	Profit and loss, balance.....		6,413,860					15
16	Total.....	47,919,597	90,224,155	66,415,221	54,665,069	95,735,686	23,108,979	16
17	Stocks.....	19,342,550	12,000,000	29,987,300	16,500,000	58,117,983	8,547,400	17
18	Permanent debt.....	7,211,022	60,299,562	28,777,000	29,738,000	30,642,000	12,317,000	18
19	Working and accrued liabilities.....	4,542,084	17,551,301	1,992,873	1,471,912	1,238,391	1,268,685	19
20	Deferred credit items.....	343,400	153,292	4,028	994,068	267,829	236,371	20
21	Appropriated surplus:							
22	Additions to property through income since June 30, 1907..	3,302,787	250,000	4,219,346	1,994,561			21
23	Other reserves from income or surplus.....	1,574,277			92,520			22
23	Profit and loss, balance.....	11,603,477		1,434,673	3,964,008	5,469,483	739,522	23

property" \$2,974,571 representing its half interest in equipment purchased under the Boston and Albany Equipment Trust of 1912, and includes in "Permanent debt" \$2,436,000 for its liability under the contract with The New York Central and Hudson River Railroad Company for the operation of the Boston and Albany railroad. <sup>4</sup>Includes \$9,474,943 "Equipment and personal property leased". <sup>5</sup>Includes \$8,618,721 "Coal lands and real estate". <sup>6</sup>Includes \$1,050,000 reported as "Leasehold estates". <sup>7</sup>Includes \$209,125 "Equipment and personal property leased".

## OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914

Figures in *italics* denote losses during year and deficits.

L.No.	Item	Northern Central 10	Long Island 11	New York, C. & St. L. 12	Buffalo, R. & P. 13	New York, O. & W. 14	Central New England 15	L.No.
1	Rail operations: Revenues.....	<i>Dollars</i> 13,124,536	<i>Dollars</i> 12,625,291	<i>Dollars</i> 11,757,111	<i>Dollars</i> 10,709,535	<i>Dollars</i> 9,040,812	<i>Dollars</i> 3,764,255	1
2	Expenses.....	11,695,071	9,043,773	9,678,371	7,938,063	6,692,924	2,515,404	2
3	Net revenue.....	1,429,465	3,581,519	2,078,740	2,771,472	2,347,888	1,248,852	3
4	Auxiliary operations, net revenue.....	8,624	2,902	31,075	2,897	27,467	3,490	4
5	Total net operating revenues.....	1,438,089	3,584,420	2,047,666	2,768,575	2,320,421	1,245,362	5
6	Railway tax accruals.....	491,735	774,733	487,602	234,003	238,562	126,804	6
7	Railway operating income.....	946,354	2,809,687	1,560,064	2,534,575	2,081,860	1,118,558	7
8	Other income:							
9	Income from lease of road.....							8
10	Hire of equipment, credit balance.....				561,079			9
11	Other rent income.....	427,202	225,788	51,039	177,553	34,422	25,619	10
12	Net profit from miscellaneous physical property.....	185			636			11
13	Separately operated properties, net profit.....		19,950					12
14	Dividend income.....	1,025,865	15,830		12,485			13
15	Income from funded securities.....	103,363	47,270		17,700	162,453		14
16	Income from unfunded securities and accounts.....	8,609	204,737	91,122	45,494	10,212	4,089	15
16	All other non-operating income.....	405,134	2		6,273		1,001	16
17	Total other income.....	1,970,358	513,577	142,161	821,223	207,087	30,709	17
18	Gross income.....	2,916,713	3,323,263	1,702,225	3,355,798	2,288,946	1,149,267	18
19	Deductions from gross income:							
20	Deductions for lease of other roads.....	217,854	682,739	5,400	373,500	188,624	231,996	19
21	Hire of equipment, debit balance.....	344,015	84,604	184,549		87,985	149,345	20
22	Other rent deductions.....	136,815	703,657	217,714	314,889	79,360	30,013	21
23	Miscellaneous tax accruals.....	22,819	1,548					22
24	Net loss on miscellaneous physical property.....							23
25	Separately operated properties, net loss.....							24
26	Interest deductions for funded debt.....	359,786	2,448,094	1,152,808	1,311,387	1,256,131	494,195	25
27	Interest deductions for unfunded debt.....	41,906	345,952	6,228	1,237	2,470	12,000	26
27	Other deductions from income.....	169,654	2,774			10,685	1,697	27
28	Total deductions from gross income.....	1,292,848	4,269,368	1,566,699	2,001,014	1,625,254	919,246	28
29	Net income.....	1,623,864	<i>946,105</i>	135,526	1,354,784	663,692	230,021	29
30	Appropriations out of net income:							
31	To sinking and reserve funds.....	99,380			364,784			30
32	Dividends.....	1,547,400		399,943	990,000	210	149,888	31
33	Additions, betterments, new lines, and extensions.....	75,396		13,591				32
33	Other appropriations.....							33
34	Total charges to net corporate income.....	1,722,176		413,533	1,354,784	210	149,888	34
35	Balance to profit and loss.....	<i>98,312</i>	<i>946,105</i>	<i>278,007</i>		663,482	80,133	35
36	Balance, profit and loss June 30, 1913.....	9,358,392	<i>5,383,724</i>	1,797,926	4,199,713	4,899,977	883,572	36
37	Miscellaneous credits during year.....	<sup>18</sup> 4,496,288	69,562	4,788	15,507	1,584		37
38	Dividends charged to surplus.....							38
39	Miscellaneous debits during year.....	<sup>19</sup> 2,152,890	156,593	90,034	<sup>20</sup> 251,211	95,560	<sup>21</sup> 224,183	39
40	Balance, profit and loss June 30, 1914.....	11,603,477	<i>6,413,860</i>	1,434,673	3,964,008	5,469,483	739,522	4

of the Pittsburgh, McKeesport and Youghiogheny R. R. Co." <sup>8</sup>Includes \$300,578 "Amount of discount, commissions, expenses, and exchange in connection with short term loans". <sup>9</sup>Includes \$783,659 advances made in former years not heretofore carried as an asset. <sup>10</sup>Includes \$379,250 "Debt discount extinguished through surplus"; and \$542,452 "Loss on retired road and equipment". <sup>11</sup>\$109,132 dividends and \$900 interest on securities controlled through subsidiaries, not listed in Table 103, are included in these items. <sup>12</sup>Includes \$460,600 profit from sale of East Boston property. <sup>13</sup>Includes \$1,136,899 "Loss on sale of Maine Central R. R. stock". <sup>14</sup>Includes \$1,915,308 described as "Depletion of coal deposits". <sup>15</sup>Includes \$547,050 "Discount on Morris and Essex bonds sold". <sup>16</sup>Includes \$1,000,000 "Debt discount extinguished through surplus"; and \$1,000,000 "Reduction of book value of capital stock of Coxie Bros. and Co., Inc.". <sup>17</sup>Includes \$6,864,738 "Appropriated surplus prior to June 30, 1907, through income or profit and loss," transferred during year from "Profit and loss, balance," to "Appropriated surplus". <sup>18</sup>\$905,069 discount on short term notes is included with "Miscellaneous debits during year". <sup>19</sup>Includes \$3,462,366 royalties account of coal mined by Mineral Railroad and Mining Co. from 1907 to 1913 from lands of Shamokin Valley and Pottsville Railroad Co., leased to respondent; \$617,947 "Accumulated appropriations and accretions for the retirement of Shamokin Valley and Pottsville R. R. Co. bonds"; and \$412,500 "Settlement of old accounts". <sup>20</sup>Includes \$2,000,000 "Cancellation of Shamokin Valley and Pottsville R. R. Co. bonds". <sup>21</sup>Includes \$138,433 "Appropriations to sinking and other reserve funds"; and \$100,893 "Debt discount extinguished through surplus". <sup>22</sup>Includes \$220,267 "Loss on retired road and equipment".

TABLE 101: BALANCE SHEET, OPERATING STEAM

The figures given are for the corporation as a whole; they are not segregated according to state lines. Figures in *italics* denote *credit balances* on the assets. The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic

L. No.	Rutland 16	New York, S. & W. 17	Lehigh & New England 18	P. S. & N. (Corp. trans.) 19a	P. S. & N. (Rev'r.'s op.) 19b	Lehigh & Hudson River 20	B. & S. R.R. (Rev'r.'s op.) 21a	B. & S. R.R. Corporation 21b	Ulster & Delaware 22	New Jersey & New York 23	L. No.
1	<i>Dollars</i> 21,900,944	<i>Dollars</i> 35,794,681	<i>Dollars</i> 10,649,966	<i>Dollars</i> 24,079,954	<i>Dollars</i> 2,750,773	<i>Dollars</i> 6,042,949	<i>Dollars</i> 19,137	<i>Dollars</i> 10,450,325	<i>Dollars</i> 5,698,994	<i>Dollars</i> 3,309,572	1
2	317,693	193,380	437,081	.....	183,507	365,311	.....	83,027	225,680	14,890	2
3	21,583,252	35,601,301	10,212,885	24,079,954	2,567,266	5,677,639	19,137	10,367,298	5,473,414	3,294,693	3
4	948,951	3,658,663	75,001	630,000	.....	.....	.....	183,200	.....	220,475	4
5	.....	.....	23,095	.....	.....	.....	.....	.....	.....	.....	5
6	136	814,606	.....	4,500,000	433,500	.....	.....	2,737,725	.....	.....	6
7	.....	.....	.....	.....	173,057	.....	.....	.....	.....	.....	7
8	241,911	411,418	134,355	292	36,030	155,761	22,348	360,160	118,176	47,904	8
9	.....	116,823	220	.....	.....	.....	.....	421,953	.....	.....	9
10	836,152	392,777	391,914	.....	274,725	318,117	162,819	652,512	301,382	29,258	10
11	406,306	250,487	146,615	.....	256,125	167,676	143,984	165,490	179,381	62,801	11
12	6,940	.....	.....	.....	.....	.....	45,499	57,287	.....	.....	12
13	.....	373,778	.....	.....	.....	.....	.....	.....	.....	.....	13
14	235,949	585,855	193,594	.....	668,301	53,509	943,456	22,437	1,251,411	.....	14
15	.....	.....	.....	6,394,298	.....	.....	.....	.....	.....	94,406	15
16	24,259,596	42,205,707	11,177,679	35,604,544	4,409,004	6,372,702	1,337,243	14,968,062	7,323,763	3,749,539	16
17	9,153,855	25,999,500	4,645,000	15,000,000	.....	1,340,000	.....	7,000,000	1,900,000	2,228,600	17
18	11,152,000	13,414,840	5,280,000	14,655,600	2,838,546	3,231,000	.....	7,551,090	3,000,000	1,025,960	18
19	947,759	775,938	853,075	5,376,571	883,778	472,006	272,179	389,881	111,810	280,991	19
20	83,299	552,912	414	572,372	25,583	9,085	294,313	13,276	1,259,000	12,928	20
21	1,305,974	503,584	.....	.....	.....	.....	.....	.....	64,633	201,059	21
22	457,993	11,365	.....	.....	.....	.....	.....	.....	72,320	.....	22
23	1,158,715	947,569	399,189	.....	661,097	1,320,611	770,751	13,904	925,000	.....	23

<sup>8</sup> Balance sheet as of December 31, 1913; see statement Organization, etc.

<sup>9</sup> Includes \$258,959 " Reserve for accrued depreciation ".

<sup>10</sup> Report covers period January 1, 1914, to June 30, 1914; see statement Organization, etc.

TABLE 102: INCOME AND PROFIT AND LOSS STATEMENT, OPERATING

See explanatory note under heading of Table 101.

L. No.	Rutland 16	New York, S. & W. 17	Lehigh & New England 18	P. S. & N. (Corp. trans.) 19a	P. S. & N. (Rev'r.'s op.) 19b	Lehigh & Hudson River 20	B. & S. R.R. (Rev'r.'s op.) 21a	B. & S. R.R. Corporation 21b	Ulster & Delaware 22	New Jersey & New York 23	L. No.
1	<i>Dollars</i> 3,714,789	<i>Dollars</i> 2,978,174	<i>Dollars</i> 2,255,800	<i>Dollars</i> .....	<i>Dollars</i> 2,099,974	<i>Dollars</i> 1,774,792	<i>Dollars</i> 926,251	<i>Dollars</i> 675,823	<i>Dollars</i> 1,076,217	<i>Dollars</i> 846,602	1
2	2,825,317	2,045,150	1,257,280	.....	1,779,947	1,293,130	740,426	646,162	835,487	664,706	2
3	889,472	933,024	998,520	.....	320,027	481,661	185,825	29,669	240,730	181,896	3
4	176	17,697	.....	.....	.....	.....	.....	.....	409	.....	4
5	889,648	915,327	998,520	.....	320,027	481,661	185,825	29,660	241,139	181,896	5
6	207,080	149,331	43,126	.....	19,404	49,768	4,114	15,600	40,129	19,817	6
7	682,567	765,996	955,394	.....	300,623	431,893	181,711	14,060	201,010	162,078	7
8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
9	59,890	.....	4,286	.....	279,543	.....	.....	92,236	.....	.....	9
10	39,329	64,373	3,738	.....	1,337	.....	.....	2,110	3,056	223	10
11	.....	.....	.....	.....	.....	.....	.....	3,626	.....	.....	11
12	.....	131,913	.....	.....	.....	.....	.....	.....	.....	.....	12
13	14,883	140,160	22	.....	.....	.....	.....	.....	.....	.....	13
14	4,000	4,802	.....	.....	.....	.....	.....	65,890	.....	.....	14
15	19,732	24,990	1,736	.....	288	3,582	15,489	6,775	.....	316	15
16	.....	780	161	.....	.....	1,514	.....	.....	30,000	.....	16
17	137,835	367,018	9,943	.....	281,169	5,097	19,114	167,011	33,056	539	17
18	820,402	1,133,014	965,337	.....	581,792	436,990	200,826	181,071	234,066	162,617	18
19	19,000	12,217	63,655	.....	329,895	.....	1	1	.....	.....	19
20	.....	134,595	.....	.....	.....	66,148	31,783	.....	68,561	79,184	20
21	10,770	82,248	92,426	.....	24,377	74,677	11,823	10,920	1,535	124,040	21
22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
23	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	23
24	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	24
25	477,874	671,457	240,094	587,864	169,426	158,800	.....	155,305	140,000	51,298	25
26	21,297	1,436	14,321	.....	3,943	4,671	.....	.....	.....	783	26
27	1,693	678	7,730	.....	50,176	.....	.....	8	350	104	27
28	530,635	902,630	418,226	587,864	577,817	304,296	43,607	166,233	210,446	255,413	28
29	289,768	230,383	547,112	587,864	3,975	132,693	157,219	14,838	23,620	92,796	29
30	.....	919	.....	.....	.....	.....	.....	.....	.....	.....	30
31	.....	.....	.....	.....	.....	53,600	.....	.....	.....	.....	31
32	259,735	35,950	.....	.....	.....	.....	.....	.....	.....	77,833	32
33	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	33
34	259,735	36,869	.....	.....	.....	53,600	.....	.....	.....	77,833	34
35	30,032	193,515	547,112	587,864	3,975	79,093	157,219	14,838	23,620	170,629	35
36	1,124,053	1,129,518	218,289	5,381,647	674,217	1,241,512	634,995	.....	885,329	76,161	36
37	5,319	11,396	.....	41	46	73	31,901	.....	28,81,871	391	37
38	.....	.....	361,600	.....	.....	.....	.....	.....	57,009	.....	38
39	689	386,860	4,611	424,927	17,141	67	53,365	934	8,820	330	39
40	1,158,715	947,569	399,189	6,394,298	661,097	1,320,611	770,751	13,904	925,000	94,406	40

<sup>22</sup> Includes \$270,964 " Loss on retired road and equipment ".

<sup>23</sup> Includes \$418,544 described as " Indebtedness on open account due from Shawmut Mining Co., whose entire capital stock is owned by respondent, written off ".

<sup>24</sup> Report covers period July 1, 1913, to December 31, 1913; see statement Organization, etc.

<sup>25</sup> Report covers period January 1, 1914, to June 30, 1914; see statement Organization, etc.

<sup>26</sup> Includes \$70,970 described as " Balance of Ashokan reserve for construction of re-located line ".



## RAILROAD CORPORATIONS, JUNE 30, 1914 (continued)

side or debit balances on the liabilities side.

order and their ranking on the basis of railroad operating revenues see page 27.

L.No.	Item	South Buffalo 24	B. & S. Ry. (Corp. tr.) 25a	B. & S. Ry. (Rev'r's op.) 25b	Buffalo Creek 26	Dunkirk, A. V. & P. 27	Fonda, J. & G. 28	Terminal Ry. of B. 29	L.No.
1	Gross investment in road and equipment.....	Dollars 1,661,752	Dollars 7,093,504	Dollars 20,909	Dollars 15,743	Dollars 9,781,654	Dollars 5,131,194	Dollars 5,131,194	1
2	Reserve for accrued depreciation, credit.....	284,914	213,738	.....	771	.....	.....	.....	2
3	Net investment in road and equipment.....	1,380,738	6,879,766	20,909	.....	14,971	9,781,654	5,131,194	3
4	Other permanent investments:	.....	.....	.....	.....	.....	.....	.....	4
5	Securities of system corporations.....	.....	1	.....	.....	222,530	.....	.....	5
6	Advances to system corporations.....	.....	.....	.....	.....	15,041	.....	.....	6
7	Other securities.....	.....	35,000	.....	.....	39,844	.....	.....	7
8	Physical property.....	.....	.....	.....	.....	319,078	.....	.....	8
9	Cash.....	71,741	.....	189,622	22,840	35,433	108,823	5,888	9
10	Marketable securities.....	.....	.....	.....	.....	1	.....	.....	10
11	Miscellaneous bills and accounts receivable.....	411,235	49,404	137,341	132,400	27,683	163,075	38,549	11
12	Materials and supplies.....	24,361	.....	10,044	41,455	19,420	103,018	.....	12
13	Other working assets and accrued income.....	.....	.....	5,276	.....	.....	.....	.....	13
14	Temporary advances to system corporations.....	.....	.....	.....	.....	17,742	.....	.....	14
15	Other deferred debit items.....	1,982	458,438	583,096	16,693	1,964	34,752	13,399	15
16	Profit and loss, balance.....	.....	14,457,476	.....	.....	.....	.....	.....	16
17	Total.....	1,890,057	21,880,085	946,287	213,388	99,472	10,805,557	5,189,029	17
18	Stocks.....	500,000	10,000,000	.....	.....	.....	3,000,000	1,000,000	18
19	Permanent debt.....	.....	6,000,000	.....	.....	.....	7,000,000	1,000,000	19
20	Working and accrued liabilities.....	103,213	2,955,107	60,183	120,529	83,730	284,061	3,183,523	20
21	Deferred credit items.....	1,135	2,609,978	207,155	17,749	.....	4,256	.....	21
22	Appropriated surplus:	.....	.....	.....	.....	.....	.....	.....	22
23	Additions to property through income since June 30, 1907.....	.....	.....	.....	.....	15,743	.....	.....	23
24	Other reserves from income or surplus.....	.....	315,000	.....	.....	.....	.....	.....	24
25	Profit and loss, balance.....	1,285,709	.....	678,949	75,109	.....	517,239	5,506	25

<sup>11</sup> Includes \$183,162 "Reserve for accrued depreciation".<sup>12</sup> Operator's balance sheet; for corporate balance sheet see Table 101 L.

## STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

Figures in italics denote losses during year and deficits.

L.No.	Item	South Buffalo 24	B. & S. Ry. (Corp. tr.) 25a	B. & S. Ry. (Rev'r's op.) 25b	Buffalo Creek 26	Dunkirk, A. V. & P. 27	Fonda, J. & G. 28	Terminal Ry. of B. 29	L.No.
1	Rail operations: Revenues.....	Dollars 693,523	Dollars .....	Dollars 492,920	Dollars 477,929	Dollars 380,805	Dollars 319,867	Dollars 290,990	1
2	Expenses.....	447,190	27 129	586,344	267,879	298,989	32 494,772	73,440	2
3	Net revenue.....	246,333	129	93,424	210,050	81,815	492,106	217,550	3
4	Auxiliary operations, net revenue.....	.....	.....	178	.....	.....	7,279	.....	4
5	Total net operating revenues.....	246,333	129	93,603	210,050	81,815	484,826	217,550	5
6	Railway tax accruals.....	18,544	.....	19,500	25,141	15,563	45,367	10,298	6
7	Railway operating income.....	227,789	129	113,103	184,909	66,253	439,460	207,252	7
8	Other income:	.....	.....	.....	.....	.....	.....	.....	8
9	Income from lease of road.....	.....	.....	.....	.....	.....	.....	.....	9
10	Hire of equipment, credit balance.....	.....	.....	188,792	27,174	.....	.....	.....	10
11	Other rent income.....	2,094	.....	731	145,926	340	1,260	1,346	11
12	Net profit from miscellaneous physical property.....	.....	.....	.....	.....	.....	.....	.....	12
13	Separately operated properties, net profit.....	.....	.....	.....	.....	.....	.....	.....	13
14	Dividend income.....	.....	.....	.....	.....	.....	6,300	.....	14
15	Income from funded securities.....	.....	.....	.....	.....	.....	17,957	330	15
16	Income from unfunded securities and accounts.....	.....	.....	8,796	1,080	1,014	8,063	1,021	16
17	All other non-operating income.....	.....	.....	.....	.....	30 16,848	.....	.....	17
18	Total other income.....	2,094	.....	198,319	174,189	18,201	33,580	2,697	18
19	Gross income.....	229,883	129	85,216	359,098	84,454	473,040	209,949	19
20	Deductions from gross income:	.....	.....	.....	.....	.....	.....	.....	20
21	Deductions for lease of other roads.....	15,983	.....	.....	108,165	.....	8,100	.....	21
22	Hire of equipment, debit balance.....	27,965	.....	.....	.....	43,133	24,119	.....	22
23	Other rent deductions.....	3,045	.....	25,331	2,129	1,339	23,417	.....	23
24	Miscellaneous tax accruals.....	.....	13	.....	.....	.....	.....	.....	24
25	Net loss on miscellaneous physical property.....	.....	.....	.....	.....	.....	.....	.....	25
26	Separately operated properties, net loss.....	.....	.....	.....	.....	.....	.....	.....	26
27	Interest deductions for funded debt.....	.....	280,250	.....	.....	.....	319,250	40,000	27
28	Interest deductions for unfunded debt.....	.....	60,665	13,329	.....	.....	5,447	161,466	28
29	Other deductions from income.....	.....	16,067	.....	.....	30 29,670	.....	5,400	29
30	Total deductions from gross income.....	46,993	356,994	38,660	110,293	74,142	380,333	206,866	30
31	Net income.....	182,890	357,123	46,556	248,805	10,312	92,707	3,083	31
32	Appropriations out of net income:	.....	.....	.....	.....	.....	.....	.....	32
33	To sinking and reserve funds.....	.....	60,000	.....	.....	.....	.....	.....	33
34	Dividends.....	.....	.....	.....	.....	.....	30,000	.....	34
35	Additions, betterments, new lines, and extensions.....	.....	.....	.....	.....	10,312	.....	.....	35
36	Other appropriations.....	.....	.....	.....	.....	.....	.....	.....	36
37	Total charges to net corporate income.....	.....	60,000	.....	.....	10,312	30,000	.....	37
38	Balance to profit and loss.....	182,890	417,123	46,556	248,805	.....	62,707	3,083	38
39	Balance, profit and loss June 30, 1913.....	1,102,831	3,205,437	649,478	81,339	.....	455,817	2,423	39
40	Miscellaneous credits during year.....	.....	125	509	79	.....	2,500	.....	40
41	Dividends charged to surplus.....	.....	.....	.....	.....	.....	.....	.....	41
42	Miscellaneous debits during year.....	12	29 10,835,041	17,594	29 258,114	.....	3,785	.....	42
43	Balance, profit and loss June 30, 1914.....	1,285,709	14,457,476	678,949	75,109	.....	517,239	5,506	43

<sup>27</sup> Administrative expenses, not shown in Table 110.<sup>28</sup> Includes \$10,113,799 "Adjustment in book value of securities owned"; \$555,229 "Loss on retired road and equipment"; and \$103,659 "Advances to proprietary, affiliated, and controlled companies for construction, equipment, and betterments written off".<sup>29</sup> Represents distribution of previous year's surplus between Lehigh Valley Railroad Co. and Erie Railroad Co., joint operators of Buffalo Creek Railroad.<sup>30</sup> "All other non-operating income" includes \$15,313 contributions from The New York Central and Hudson River Railroad Co., while under "Other deductions from income" is shown \$29,670 representing transfer of income to that company.<sup>31</sup> Represents \$633,258 operating revenues of electric division and \$353,619 operating revenues of steam division; for details of former amount see Table 209.<sup>32</sup> Represents \$335,831 operating expenses of electric division and \$158,941 operating expenses of steam division; for details of former amount see Table 210.

TABLE 101: BALANCE SHEET, OPERATING STEAM

The figures given are for the corporation as a whole; they are not segregated according to state lines. Figures in *italics* denote *credit balances* on the assets. The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic

L.No.	Genesee & Wyoming 30	Lake C. & Moriah 31	Connecting Terminal 32	Delaware & Northern 33	Greenwich & J. 34	New York & P. 35	N. Y., A. & L. (Rev.'s op.) 36a	C. N. Y. S. R.R. Corp'n 36b	Norwood & St. L. 37	Niagara Junction 38	Middletown & Unionville 39	L.No.
1	<i>Dollars</i> 1,040,623	<i>Dollars</i> 405,753	<i>Dollars</i> 519,213	<i>Dollars</i> 1,279,726	<i>Dollars</i> 788,166	<i>Dollars</i> 1,070,000	<i>Dollars</i> 159,087	<i>Dollars</i> 1,022,968	<i>Dollars</i> 610,730	<i>Dollars</i> 589,471	<i>Dollars</i> 597,380	1
2	15,058	42,509	236,200	4,786	.....	.....	9,020	986	20,753	750	949	2
3	1,025,565	363,241	293,013	1,274,939	788,166	1,070,000	150,067	1,021,982	589,972	588,721	596,431	3
4	.....	.....	.....	.....	.....	.....	.....	799,400	.....	.....	.....	4
5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
8	54,497	15,733	.....	11,368	5,636	184	1,255	43,678	923	70,659	15,507	8
9	.....	101,314	.....	.....	31,844	.....	.....	.....	.....	.....	.....	9
10	28,898	25,887	134,759	4,523	15,201	9,424	13,136	21,475	108,451	16,400	5,866	10
11	6,334	32,166	.....	13,909	9,190	.....	23,536	42,061	11,651	.....	4,041	11
12	.....	.....	.....	.....	.....	.....	.....	90,583	.....	.....	255	12
13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
14	1,978	.....	6,001	948	2,934	.....	43,466	161,765	450	513	159	14
15	.....	.....	244,919	9,085	.....	81,243	.....	.....	.....	.....	.....	15
16	1,117,273	538,344	678,692	1,314,773	852,992	1,160,851	231,460	2,171,943	711,446	676,293	622,259	16
17	500,000	400,000	20,000	1,250,000	225,000	570,000	.....	1,100,000	250,000	294,500	150,000	17
18	500,000	.....	500,000	.....	517,360	.....	167,242	1,000,000	101,000	175,000	450,000	18
19	15,767	859	158,692	24,637	49,349	590,851	50,559	61,775	170,355	164,102	8,497	19
20	.....	.....	.....	137	2,081	.....	5,722	7,457	.....	.....	2,966	20
21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
22	.....	.....	.....	40,000	.....	.....	.....	.....	.....	.....	.....	22
23	101,505	137,485	.....	.....	59,202	.....	7,938	2,711	190,091	42,690	10,795	23

<sup>13</sup> Balance sheet as of March 31, 1914; see statement Organization, etc.

<sup>14</sup> As reduced by credit balance of \$281 representing "Property trust estate, January 6, 1912, subsequently retired".

<sup>15</sup> "Receivers' joint purchasing department."

<sup>16</sup> Includes \$8347 "New York, Auburn and Lansing adjustment account," relating to debits accruing prior to January 6, 1912.

<sup>17</sup> Includes \$2940 "New York, Auburn and Lansing adjustment account," relating to credits accruing prior to January 6, 1912.

<sup>18</sup> Report covers period April 1, 1914, to June 30, 1914; see statement Organization, etc.

<sup>19</sup> Report covers period December 1, 1913, to June 30, 1914; see statement Organization, etc.

TABLE 102: INCOME AND PROFIT AND LOSS STATEMENT, OPERATING

See explanatory note under heading of Table 101.

L.No.	Genesee & Wyoming 30	Lake C. & Moriah 31	Connecting Terminal 32	Delaware & Northern 33	Greenwich & J. 34	New York & P. 35	N. Y., A. & L. (Rev.'s op.) 36a	C. N. Y. S. R.R. Corp'n 36b	Norwood & St. L. 37	Niagara Junction 38	Middletown & Unionville 39	L.No.
1	<i>Dollars</i> 205,046	<i>Dollars</i> 195,055	<i>Dollars</i> 160,664	<i>Dollars</i> 135,793	<i>Dollars</i> 114,552	<i>Dollars</i> 102,371	<i>Dollars</i> 75,596	<i>Dollars</i> 25,439	<i>Dollars</i> 83,976	<i>Dollars</i> 78,039	<i>Dollars</i> 41,530	1
2	88,445	115,925	106,650	123,664	55,797	88,311	61,330	20,741	53,888	50,147	27,805	2
3	116,601	79,130	54,014	12,129	58,755	14,060	14,267	4,698	30,087	27,892	13,725	3
4	.....	.....	.....	.....	.....	.....	774	.....	741	.....	.....	4
5	116,601	79,130	54,014	12,129	58,755	14,060	13,493	4,698	29,346	27,892	13,725	5
6	4,583	7,765	15,427	8,000	5,333	2,936	2,281	852	2,914	5,513	1,470	6
7	112,019	71,366	38,588	4,129	53,422	11,153	11,212	3,845	26,432	22,378	12,255	7
8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,045	8
9	.....	.....	.....	2,371	.....	.....	.....	.....	.....	1,032	.....	9
10	.....	.....	.....	.....	2,149	.....	19	.....	.....	.....	.....	10
11	.....	.....	.....	.....	584	.....	.....	.....	.....	.....	.....	11
12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
14	.....	3,605	.....	.....	.....	.....	.....	6,100	.....	.....	.....	14
15	1,088	728	.....	.....	67	.....	.....	2,683	.....	1,296	285	15
16	.....	.....	11,586	.....	5	.....	.....	23	.....	.....	.....	16
17	1,088	4,333	11,586	2,371	2,806	.....	19	8,206	.....	2,328	1,330	17
18	113,107	75,699	50,173	6,500	56,228	11,153	11,231	12,051	26,432	24,706	13,585	18
19	28,368	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19
20	15,349	10,119	.....	.....	16,685	7,559	790	203	13,631	.....	3,015	20
21	.....	.....	.....	.....	12	468	577	127	.....	885	.....	21
22	.....	.....	.....	1,193	.....	.....	.....	.....	.....	.....	.....	22
23	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	23
24	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	24
25	25,000	.....	25,000	.....	22,416	20,000	.....	7,860	5,000	8,750	8,000	25
26	.....	.....	.....	658	.....	.....	7,074	110	2,169	4,299	175	26
27	.....	.....	20,141	.....	.....	6,253	.....	171	.....	.....	.....	27
28	68,716	10,119	45,141	1,852	39,113	34,279	8,441	8,471	22,800	13,935	11,191	28
29	44,390	65,580	5,032	4,648	17,115	23,126	2,790	3,580	3,632	10,772	2,394	29
30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30
31	30,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	31
32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32
33	.....	.....	21,204	.....	.....	.....	4,748	869	.....	.....	.....	33
34	30,000	.....	21,204	.....	.....	.....	4,748	869	.....	.....	.....	34
35	14,390	65,580	16,172	4,648	17,115	23,126	1,958	2,711	3,632	10,771	2,394	35
36	87,115	113,515	26,363	120	60,160	68,117	9,892	.....	188,543	51,864	.....	36
37	.....	130	7,617	1,147	3	.....	181	.....	.....	6,200	8,401	37
38	.....	40,000	.....	.....	13,500	.....	.....	.....	2,083	18,830	.....	38
39	.....	1,740	.....	15,000	4,577	.....	177	.....	.....	7,315	.....	39
40	101,505	137,485	244,919	9,085	59,202	81,243	7,938	2,711	190,091	42,690	10,795	40

<sup>33</sup> Appropriation "for guidance in the finances of the company," representing cumulative dividends on preferred stock reserved but not paid.

<sup>34</sup> Report covers period July 1, 1913, to March 31, 1914; see statement Organization, etc.

<sup>35</sup> Represents appropriation for "General amortization".

<sup>36</sup> Report covers period April 1, 1914, to June 30, 1914; see statement Organization, etc.

<sup>37</sup> Report covers period December 1, 1913, to June 30, 1914; see statement Organization, etc.



## RAILROAD CORPORATIONS, JUNE 30, 1914 (continued)

side or *debit* balances on the liabilities side.

order and their ranking on the basis of railroad operating revenues see page 27.

L.No.	Item	Unadilla Valley 40	U. S. & Canada 41	Skaneateles 42	C. & C. V. 43	Catskill Mountain 44	Lowville & B. R. 45	Buffalo, A. & A. 46	Dansville & Mt. M. 47	L.No.
1	Gross investment in road and equipment.....	<i>Dollars</i> 448,891	<i>Dollars</i> 669,950	<i>Dollars</i> 202,083	<i>Dollars</i> 75,143	<i>Dollars</i> 470,229	<i>Dollars</i> 253,964	<i>Dollars</i> 543,624	<i>Dollars</i> 233,084	1
2	Reserve for accrued depreciation, credit.....	19,860	.....	6,870	.....	12,393	8,358	3,724	7,200	2
3	Net investment in road and equipment.....	429,031	669,950	195,214	75,143	457,836	245,606	539,900	225,884	3
4	Other permanent investments:	.....	.....	.....	.....	.....	.....	.....	.....	4
5	Securities of system corporations.....	.....	.....	.....	.....	.....	.....	.....	.....	5
6	Advances to system corporations.....	.....	.....	.....	.....	.....	.....	.....	.....	6
7	Other securities.....	.....	.....	.....	.....	.....	.....	.....	.....	7
8	Physical property.....	.....	.....	.....	.....	.....	.....	.....	.....	8
9	Cash.....	40,489	.....	20,197	.....	6,634	7,484	4,619	4,044	9
10	Marketable securities.....	.....	.....	.....	.....	12,023	5,265	3,900	4,031	10
11	Miscellaneous bills and accounts receivable.....	1,891	382	39,213	.....	3,568	4,503	304	6,229	11
12	Materials and supplies.....	3,585	.....	.....	.....	.....	.....	.....	.....	12
13	Other working assets and accrued income.....	.....	.....	.....	.....	.....	.....	.....	.....	13
14	Temporary advances to system corporations.....	.....	265	.....	1,089	280	9,417	5,416	.....	14
15	Other deferred debit items.....	.....	.....	.....	4,612	.....	.....	9,520	30,047	15
16	Profit and loss, balance.....	.....	.....	.....	.....	.....	.....	.....	.....	16
17	Totals.....	474,995	670,598	254,624	80,843	480,341	272,276	563,659	270,234	17
18	Stocks.....	200,000	230,000	100,000	45,000	89,000	175,753	330,000	50,000	18
19	Permanent debt.....	200,000	.....	90,000	4,998	292,600	.....	219,000	156,901	19
20	Working and accrued liabilities.....	18,245	440,332	19,190	1,126	20,101	34,015	9,449	63,333	20
21	Deferred credit items.....	.....	265	.....	29,719	.....	675	5,210	.....	21
22	Appropriated surplus:	.....	.....	.....	.....	.....	.....	.....	.....	22
23	Additions to property through income since June 30, 1907.....	.....	.....	.....	.....	.....	32,194	.....	.....	23
24	Other reserves from income or surplus.....	.....	.....	.....	.....	.....	.....	.....	.....	24
25	Profit and loss, balance.....	56,750	.....	45,434	.....	78,640	29,638	.....	.....	25

## STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

Figures in *italics* denote losses during year and deficits.

L.No.	Item	Unadilla Valley 40	U. S. & Canada 41	Skaneateles 42	C. & C. V. 43	Catskill Mountain 44	Lowville & B. R. 45	Buffalo, A. & A. 46	Dansville & Mt. M. 47	L.No.
1	Rail operations: Revenues.....	<i>Dollars</i> 60,070	<i>Dollars</i> 59,023	<i>Dollars</i> 57,645	<i>Dollars</i> 57,345	<i>Dollars</i> 56,637	<i>Dollars</i> 53,772	<i>Dollars</i> 52,836	<i>Dollars</i> 42,114	1
2	Expenses.....	42,452	107,570	41,144	40,825	47,505	33,398	42,252	37,590	2
3	Net revenue.....	17,619	48,546	16,501	16,519	9,132	20,375	10,584	4,524	3
4	Auxiliary operations, net revenue.....	.....	.....	.....	.....	.....	.....	.....	.....	4
5	Total net operating revenues.....	17,619	48,546	16,501	16,519	9,132	20,375	10,584	4,524	5
6	Railway tax accruals.....	2,391	5,704	1,871	3,304	1,931	2,612	1,620	1,794	6
7	Railway operating income.....	15,228	42,842	14,630	13,216	7,201	17,763	8,964	2,730	7
8	Other income:	.....	.....	.....	.....	.....	.....	.....	.....	8
9	Income from lease of road.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	Hire of equipment, credit balance.....	.....	.....	.....	.....	.....	.....	.....	.....	10
11	Other rent income.....	.....	.....	.....	672	.....	.....	.....	24	11
12	Net profit from miscellaneous physical property.....	.....	.....	.....	.....	.....	.....	.....	.....	12
13	Separately operated properties, net profit.....	.....	.....	.....	.....	.....	.....	.....	.....	13
14	Dividend income.....	.....	.....	.....	.....	.....	.....	.....	.....	14
15	Income from funded securities.....	.....	.....	.....	.....	.....	.....	.....	.....	15
16	Income from unfunded securities and accounts.....	.....	.....	.....	.....	117	46	98	35	16
17	All other non-operating income.....	.....	38 66,283	.....	.....	.....	.....	.....	.....	17
18	Total other income.....	.....	66,283	.....	672	117	46	98	59	18
19	Gross income.....	15,228	12,032	14,630	13,888	7,318	17,809	9,063	2,789	19
20	Deductions from gross income:	.....	.....	.....	.....	.....	.....	.....	.....	20
21	Deductions for lease of other roads.....	.....	.....	.....	10,000	2,944	.....	.....	300	21
22	Hire of equipment, debit balance.....	.....	532	3,640	1,043	.....	4,132	6,145	892	22
23	Other rent deductions.....	.....	250	.....	.....	1,000	.....	250	250	23
24	Miscellaneous tax accruals.....	.....	.....	.....	.....	.....	.....	.....	.....	24
25	Net loss on miscellaneous physical property.....	.....	.....	.....	.....	.....	.....	.....	.....	25
26	Separately operated properties, net loss.....	.....	.....	.....	.....	.....	.....	.....	.....	26
27	Interest deductions for funded debt.....	8,000	.....	4,521	.....	1,950	.....	10,950	414	27
28	Interest deductions for unfunded debt.....	.....	11,250	.....	.....	42	1,340	5	1,465	28
29	Other deductions from income.....	.....	.....	.....	2,844	4,800	.....	237	.....	29
30	Total deductions from gross income.....	8,000	12,032	8,160	13,888	10,737	5,473	17,587	3,322	30
31	Net income.....	7,228	.....	6,469	.....	3,419	12,336	8,524	533	31
32	Appropriations out of net income:	.....	.....	.....	.....	.....	.....	.....	.....	32
33	To sinking and reserve funds.....	.....	.....	.....	.....	.....	.....	.....	.....	33
34	Dividends.....	.....	.....	.....	.....	.....	1,742	.....	.....	34
35	Additions, betterments, new lines, and extensions.....	.....	.....	.....	.....	.....	1,239	.....	.....	35
36	Other appropriations.....	.....	.....	.....	.....	.....	.....	.....	.....	36
37	Total charges to net corporate income.....	.....	.....	.....	.....	.....	2,981	.....	.....	37
38	Balance to profit and loss.....	7,228	.....	6,469	.....	3,419	9,356	8,524	533	38
39	Balance, profit and loss June 30, 1913.....	50,895	.....	24,412	4,612	82,416	20,283	16,912	32,993	39
40	Miscellaneous credits during year.....	3,600	.....	27,885	.....	.....	.....	16,986	3,478	40
41	Dividends charged to surplus.....	.....	.....	.....	.....	.....	.....	.....	.....	41
42	Miscellaneous debits during year.....	4,900	.....	13,332	.....	358	.....	1,070	.....	42
43	Balance, profit and loss June 30, 1914.....	56,750	.....	45,434	4,612	78,640	29,638	9,550	30,047	43

<sup>38</sup> Contributions from Grand Trunk Railway Co. of Canada.<sup>39</sup> Includes \$22,455 credit due to errors in previous year's accounting.<sup>40</sup> Includes \$10,013 "Loss on retired equipment".<sup>41</sup> Transferred to The Delaware and Hudson Company.<sup>42</sup> Includes \$10,950 "Interest waived by bondholders," and \$5735 "given by bondholders to take care of various improvements".



TABLE 101: BALANCE SHEET, OPERATING STEAM

The figures given are for the corporation as a whole; they are not segregated according to state lines. Figures in *italics* denote *credit balances* on the assets. The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic

L.N.	Bath & Ham- mondsp <sup>48</sup>	Owaseo River 49	Raquette Lake 50	Sterling Mountain 51	Schoharie Valley 52	Mareellus & O. L. 53	Adirondaek & St. L. 54	Carthage & Copenhagen 55	N. & M. (before Receivership) <sup>20</sup> 56a	N. & M. (Rece'rs'hip) <sup>21</sup> 56b	Kanona & Prattsburgh 57	L.N.
1	<i>Dollars</i> 415,541	<i>Dollars</i> 105,219	<i>Dollars</i> 499,188	<i>Dollars</i> 513,884	<i>Dollars</i> 145,975	<i>Dollars</i> 422,649	<i>Dollars</i> 231,413	<i>Dollars</i> 147,938	<i>Dollars</i> 355,543	<i>Dollars</i> .....	<i>Dollars</i> 188,923	1
2	1,496	24,178	93	.....	.....	6,880	3,833	3,598	.....	.....	.....	2
3	414,044	81,042	499,095	513,884	145,975	416,769	227,580	144,340	355,543	.....	188,923	3
4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
5	.....	.....	14,100	.....	.....	.....	.....	.....	.....	.....	.....	5
6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
7	.....	.....	4,293	.....	18,281	.....	699	222	.....	17	3,832	7
8	1,772	10,272	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	5,908	24,137	9,829	.....	300	3,343	4,397	2,090	604	528	2,036	10
11	929	3,549	.....	.....	.....	1,333	1,443	1,773	.....	.....	.....	11
12	.....	.....	.....	.....	.....	.....	.....	73	.....	.....	.....	12
13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
14	.....	.....	1,741	.....	.....	85	554	1,900	.....	.....	.....	14
15	57,480	.....	153,303	125,778	.....	.....	39,712	5,093	20,041	2,152	.....	15
16	480,133	119,000	682,360	639,662	164,557	421,530	274,385	155,490	376,187	2,697	194,790	16
17	100,000	30,000	250,000	80,000	100,000	200,000	100,000	62,800	100,000	.....	120,000	17
18	300,000	.....	250,000	475,671	30,000	200,000	100,000	59,500	250,000	.....	70,000	18
19	75,331	3,373	182,360	83,988	13,975	19,380	75,687	33,190	26,187	2,697	2,596	19
20	10	451	.....	.....	.....	522	1,302	.....	.....	.....	.....	20
21	4,792	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
23	.....	85,177	.....	.....	20,581	1,629	.....	.....	.....	.....	2,194	23

<sup>20</sup> Report covers period July 1, 1913, to April 21, 1914, but balance sheet is as of June 30, 1914; see statement Organization, etc. <sup>21</sup> Report covers period April 22, 1914, to June 30, 1914; see statement Organization, etc.

TABLE 102: INCOME AND PROFIT AND LOSS STATEMENT, OPERATING

See explanatory note under heading of Table 101.

L.N.	Bath & Ham- mondsp <sup>48</sup>	Owaseo River 49	Raquette Lake 50	Sterling Mountain 51	Schoharie Valley 52	Mareellus & O. L. 53	Adirondaek & St. L. 54	Carthage & Copenhagen 55	N. & M. (before Receivership) <sup>46</sup> 56a	N. & M. (Rece'rs'hip) <sup>48</sup> 56b	Kanona & Prattsburgh 57	L.N.
1	<i>Dollars</i> 41,388	<i>Dollars</i> 40,891	<i>Dollars</i> 38,687	<i>Dollars</i> 34,114	<i>Dollars</i> 31,667	<i>Dollars</i> 30,407	<i>Dollars</i> 30,259	<i>Dollars</i> 22,183	<i>Dollars</i> 18,593	<i>Dollars</i> 3,333	<i>Dollars</i> 21,599	1
2	35,523	34,697	46,185	18,796	20,124	23,346	24,290	22,694	14,860	3,902	16,934	2
3	5,865	6,194	7,498	15,318	11,544	7,061	5,969	511	3,733	569	4,664	3
4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
5	5,865	6,194	7,498	15,318	11,544	7,061	5,969	511	3,733	569	4,664	5
6	2,044	1,546	2,771	.....	1,086	984	521	787	861	.....	1,080	6
7	3,822	4,648	10,270	.....	10,457	6,077	5,448	1,298	2,872	569	3,584	7
8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	351	.....	21	.....	.....	.....	.....	.....	.....	.....	.....	10
11	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
14	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
15	28	1,072	120	.....	428	.....	.....	.....	.....	.....	.....	15
16	.....	.....	20	.....	.....	.....	.....	.....	.....	.....	.....	16
17	379	1,072	161	.....	428	.....	.....	.....	.....	.....	.....	17
18	4,201	5,720	10,108	15,318	10,885	6,077	5,448	1,298	2,872	569	3,584	18
19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19
20	4,276	1,707	4,582	.....	1,115	2,768	3,240	.....	12,330	1,583	1,560	20
21	.....	600	.....	.....	.....	24	180	.....	1,800	.....	.....	21
22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
23	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	23
24	.....	.....	.....	.....	.....	775	.....	.....	.....	.....	.....	24
25	15,000	.....	12,500	.....	1,500	10,000	5,000	3,555	.....	.....	2,800	25
26	.....	.....	.....	.....	413	411	1,635	1,570	199	.....	.....	26
27	10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	27
28	19,286	2,307	17,082	.....	3,028	13,979	10,055	5,125	14,329	1,583	4,360	28
29	15,085	3,413	27,190	15,318	7,857	7,901	4,607	6,423	11,457	2,152	776	29
30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30
31	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	31
32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32
33	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	33
34	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	34
35	15,085	3,413	27,190	15,318	7,856	7,901	4,607	6,423	11,457	2,152	776	35
36	42,429	84,764	126,115	138,086	18,724	1,711	55,026	664	8,559	.....	11,970	36
37	35	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	37
38	.....	3,000	.....	.....	6,000	.....	.....	1,994	.....	.....	.....	38
39	.....	.....	.....	.....	.....	24	79	.....	25	.....	9,000	39
40	57,480	85,177	153,303	125,778	20,581	1,629	39,712	5,093	20,041	2,152	2,194	40

<sup>48</sup> No tax accruals reported.<sup>46</sup> Unaccounted for difference between deficit as developed by company's balance sheet and that developed by company's income statement.<sup>48</sup> Includes \$11,167 which represents "Interest on funded debt waived by bondholders".<sup>46</sup> Report covers period July 1, 1913, to April 21, 1914; see statement Organization, etc.<sup>47</sup> Total deficit from operations to date of receivership, not previously reported as taken upon the corporation's books; the report states that Syracuse Railroad Construction Co., which is temporarily carrying on the operation of the road in the name of Newark and Marion Ry. Co., "is to bear as to the railway company any deficit from operation".<sup>48</sup> Report covers period April 22, 1914, to June 30, 1914; see statement Organization, etc.<sup>49</sup> "Loss on retired equipment."

## RAILROAD CORPORATIONS, JUNE 30, 1914 (concluded)

side or *debit balances* on the liabilities side.

order and their ranking on the basis of railroad operating revenues see page 27.

L.No.	Item	C. & St. L. 58	Glenfield & W. 59	M. & S. 60	Keeseville, A. C. & L. C. 61	Otis 62	Fulton Chain 63	Dexter & Northern 64	Catskill & T. 65	Cranberry Lake 66	L.No.
1	Gross investment in road and equipment.....	<i>Dollars</i> 50,636	<i>Dollars</i> 293,833	<i>Dollars</i> 105,500	<i>Dollars</i> 109,579	<i>Dollars</i> 182,173	<i>Dollars</i> 63,048	<i>Dollars</i> 27,814	<i>Dollars</i> 138,803	<i>Dollars</i> 82,927	1
2	Reserve for accrued depreciation, credit.....		13,411		1,680	1,277		796	4,913		2
3	Net investment in road and equipment.....	50,636	280,423	105,500	107,899	180,896	63,048	27,018	133,890	82,927	3
4	Other permanent investments:										4
5	Securities of system corporations.....										5
6	Advances to system corporations.....										6
7	Other securities.....										7
8	Physical property.....										8
9	Cash.....		509	3,672	511	515	5,933	170	3,470	212	9
10	Marketable securities.....										10
11	Miscellaneous bills and accounts receivable.....		106	3,096	22,134	27,866	45,077	81	1,778	902	11
12	Materials and supplies.....		779		3,151	510		179	1,167	2,238	12
13	Other working assets and accrued income.....			1,700							13
14	Temporary advances to system corporations.....										14
15	Other deferred debit items.....				12,948	21	465				15
16	Profit and loss, balance.....		86,956					8,692	40,934	229	16
17	Totals.....	50,636	368,773	113,968	146,644	209,808	114,523	36,141	181,239	86,599	17
18	Stocks.....	50,000	150,000	88,500	26,000	65,000	21,000	2,000	80,000	80,000	18
19	Permanent debt.....	636		18,000	10,350	71,000	42,000				19
20	Working and accrued liabilities.....		218,773	2,239	52,353	73,326	10,933	34,141	101,239	6,599	20
21	Deferred credit items.....				13,273						21
22	Appropriated surplus:										22
23	Additions to prop. thro. income since June 30, 1907..										23
24	Other reserves from income or surplus.....										24
25	Profit and loss, balance.....			5,229	10,668	482	40,589				25

<sup>22</sup> Includes par value of 2929 shares "issued to contractors to electrify the road, declared void by court's decision in Fall of 1910 but not actually returned".

<sup>23</sup> "The principal cost of property and locomotives used by Dexter and Northern R.R. Co. is not included, since the title to it is in the Dexter Sulphite Pulp and Paper Co., and it can not be transferred until a railroad mortgage is author-

ized so that bonds may be issued by the railroad company in payment to the Dexter Sulphite Pulp and Paper Co."

<sup>24</sup> \$36,000 "Liability for bond subscription" is included with "Working and accrued liabilities".

## STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (concluded)

Figures in *italics* denote losses during year and deficits.

L.No.	Item	C. & St. L. 58	Glenfield & W. 59	M. & S. 60	Keeseville, A. C. & L. C. 61	Otis 62	Fulton Chain 63	Dexter & Northern 64	Catskill & T. 65	Cranberry Lake 66	L.No.
1	Rail operations: Revenues.....	<i>Dollars</i> 27,307	<i>Dollars</i> 19,730	<i>Dollars</i> 16,390	<i>Dollars</i> 15,915	<i>Dollars</i> 15,109	<i>Dollars</i> 13,241	<i>Dollars</i> 11,641	<i>Dollars</i> 7,257	<i>Dollars</i> 4,253	1
2	Expenses.....	27,307	23,303	12,483	13,384	10,823	6,229	10,359	10,852	10,018	2
3	Net revenue.....	6,224	3,573	3,907	2,532	4,286	7,012	1,282	3,595	5,765	3
4	Auxiliary operations, net revenue.....										4
5	Total net operating revenues.....	6,224	3,573	3,907	2,532	4,286	7,012	1,282	3,595	5,765	5
6	Railway tax accruals.....	360	1,458	963	1,030	545	448	329	555	461	6
7	Railway operating income.....	6,584	5,031	2,944	1,502	3,741	6,564	952	4,149	6,220	7
8	Other income:										8
9	Income from lease of road.....										9
10	Hire of equipment, credit balance.....		390								10
11	Other rent income.....										11
12	Net profit from miscellaneous physical property.....										12
13	Separately operated properties, net profit.....										13
14	Dividend income.....										14
15	Income from funded securities.....										15
16	Income from unfunded securities and accounts.....						125				16
17	All other non-operating income.....	7,509	75				25		4,800		17
18	Total other income.....	7,509	465				150		4,800		18
19	Gross income.....	925	4,566	2,944	1,502	3,741	6,714	952	651	6,220	19
20	Deductions from gross income:										20
21	Deductions for lease of other roads.....										21
22	Hire of equipment, debit balance.....	683	1,029		2,029		783	1,500		380	22
23	Other rent deductions.....	242						1,342		180	23
24	Miscellaneous tax accruals.....										24
25	Net loss on miscellaneous physical property.....										25
26	Separately operated properties, net loss.....										26
27	Interest deductions for funded debt.....			900	554	3,550	1,050				27
28	Interest deductions for unfunded debt.....		148		2,037	1,214	120		2,345		28
29	Other deductions from income.....		11								29
30	Total deductions from gross income.....	925	1,188	900	4,620	4,764	1,953	2,842	2,345	560	30
31	Net income.....		5,754	2,044	3,118	1,022	4,761	1,889	3,194	6,789	31
32	Appropriations out of net income:										32
33	To sinking and reserve funds.....										33
34	Dividends.....								1,500		34
35	Additions, betterments, new lines, and extensions.....										35
36	Other appropriations.....										36
37	Total charges to net corporate income.....								1,500		37
38	Balance to profit and loss.....		5,754	2,044	3,118	1,022	4,761	1,889	3,194	6,789	38
39	Balance, profit and loss June 30, 1913.....		81,202	7,340	13,881	1,504	35,866	6,803	37,741	6,560	39
40	Miscellaneous credits during year.....										40
41	Dividends charged to surplus.....			2,655							41
42	Miscellaneous debits during year.....			1,500	95		38				42
43	Balance, profit and loss June 30, 1914.....		86,956	5,229	10,668	482	40,589	8,692	40,934	229	43

<sup>25</sup> Contributions from Grand Trunk Railway Co. of Canada.



TABLE 103: MISCELLANEOUS PERMANENT INVESTMENTS AND MARKETABLE SECURITIES, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914

The figures given are for the corporation as a whole; they are not segregated according to state lines. The items shown are those included in the Balance Sheet, Table 101, under the heads "Other Permanent Investments" and "Marketable Securities". Only those corporations are included which report such items as held at any time during the year.

The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 27.

Corp'n No.	Name of corporation and class of investment	Characteristics of securities held		Par value of amount held	Date of acquisition	Actual money cost	Book value	Income accrued during year
		Rate of int. or con. div.	Date of maturity					
1	<b>Pennsylvania:</b>	%		Dollars		Dollars	Dollars	Dollars
	<i>Securities of system corporations, pledged:</i>							
	<i>Stocks:</i>							
	Blair Gap Water Supply Co. ....			1,211,600			204	
	Clearview Water Supply Co. ....			343,900			12,000	
	Connecting Ry. Co. ....	4		1,500,000			1,500,000	60,000
	Dauphin Consolidated Water Supply Co. ....			475,850			132,755	
	Delaware River R.R. and Bridge Co. ....	6		1,300,000			1,300,000	78,000
	Erie and Western Transportation Co. ....	4		2,210,950			2,206,351	88,438
	Girard Point Storage Co. ....			1,063,700				
	Greenmount Water Supply Co. ....			35,000			1	
	High Ridge Water Supply Co. ....			1,476,000			20,900	
	Mountain Water Supply Co. ....			1,467,900			42,501	
	Nekoda Water Supply Co. ....			30,000			1	
	New York, Philadelphia and Norfolk R.R. Co. ....	12		2,492,750			7,478,250	299,130
	Octoraro Water Supply Co. ....			665,700			39,800	
	Pennsylvania Co. ....	7		45,483,400			43,491,287	3,183,838
	Philadelphia, Baltimore and Washington R.R. Co. ....	4		10,500,000			9,033,092	420,000
	Summit Water Supply Co. ....			1,788,500			11,001	
	Tipton Water Co. ....			346,500			1,104	
	Trout Run Water Supply Co. ....			20,000			1	
	United New Jersey R.R. and Canal Co. ....	10		1,300,000			1,733,333	130,000
	<i>Bonds:</i>							
	Grand Rapids and Indiana Ry. Co. 2nd mtge. ....	4	Oct 1, 1936	15,000			12,144	600
	<i>Securities of system corporations, unpledged:</i>							
	<i>Stocks:</i>							
	Baltimore, Chesapeake and Atlantic Ry. Co. com. ....			250,000			1	
	Baltimore, Chesapeake and Atlantic Ry. Co. pref. ....	2.5		432,607			349,548	
	Barneget R.R. Co. ....			50,000			1	
	Belvidere Delaware R.R. Co. ....	6		244,600			227,700	14,676
	Blandburg Water Co. ....			5,000			13,500	
	Camden and Atlantic R.R. Co. com. ....			600			240	
	Central R.R. of Maryland. ....			125,000			125,031	
	Cherry Tree and Dixonville R.R. Co. ....	4		250,000			250,000	10,000
	Citizens Water Co. of Scottsdale. ....			385,600			72,219	
	Connecting Ry. Co. ....	4		2,616,650			2,616,650	94,606
	Cornwall and Lebanon R.R. Co. ....	6		500,000			1,150,000	27,285
	Cumberland Valley R.R. Co. com. ....	8		4,828,300			5,468,127	386,264
	Cumberland Valley R.R. Co. 1st pref. ....	8		238,600			491,600	19,088
	Cumberland Valley R.R. Co. 2nd pref. ....	8		241,750			475,050	19,340
	Dauphin Consolidated Water Supply Co. ....			3,000			1,956	
	Dunbar Water Supply Co. ....			40,300			100	
	Duquesne Warehouse Co. ....			10,000			10,000	
	Erie and Western Transportation Co. ....	4		288,700			288,099	11,548
	Franklin and Parkers Landing R.R. Co. ....			35,000			28,000	
	Freehold and Jamesburg Agricultural R.R. Co. ....	6		37,800			22,051	2,268
	Girard Point Storage Co. ....			936,300			1	
	Harrisburg, Portsmouth, Mount Joy and Lancaster R.R. Co. ....	7.5		350			765	26
	Harrison and East Newark Connecting R.R. Co. ....			25,000			30,425	
	High Ridge Water Supply Co. ....			1,300			1,300	
	Johnsonburg R.R. Co. ....			150,000			1	
	Katharine Water Co. ....			4,300			100	
	Kinkora and New Lisbon R.R. Co. ....			40,000			1	
	Lancaster and Quarryville R.R. Co. ....			350,000			1	
	Lewisburg and Tyrone Ry. Co. ....			950,000			114,711	
	Long Island R.R. Co. ....			6,797,900			4,205,165	
	Lykens Valley R.R. and Coal Co. ....	4		4,000			3,750	160
	Merchants Warehouse Co. ....	7		154,500			168,310	10,815
	Milford and Bay Shore R.R. Co. instlmts. ....			1,013			1,013	
	Millstone and New Brunswick R.R. Co. ....			250			1	
	Monongahela R.R. Co. ....	6		714,000			714,000	42,840
	New York Bay R.R. Co. ....	1.5		6,000,000			2,000,000	90,000
	New York Connecting R.R. Co. com. ....			1,500,000			1,524,910	
	Northern Central Ry. Co. ....	8		10,577,200			13,106,353	846,176
	Pemberton and Hightstown R.R. Co. ....			342,150			1	
	Pennsylvania and Newark R.R. Co. ....			390,000			190,000	
	Pennsylvania Co. com. ....	7		34,516,600			33,004,819	2,416,162
	Pennsylvania, Monongahela and Southern R.R. Co. ....			1,000,000			349,101	
	Pennsylvania Tunnel and Terminal R.R. Co. ....			15,000,000			1	
	Perth Amboy and Woodbridge R.R. Co. ....	20		198,400			198,413	39,680
	Philadelphia and Beach Haven R.R. Co. ....			200,000			1	
	Philadelphia and Camden Ferry Co. ....	17		896,450			996,745	152,397
	Philadelphia and Long Branch R.R. Co. ....			765,000			1	
	Philadelphia and Trenton R.R. Co. ....	10		600			1,250	60
	Philadelphia, Baltimore and Washington R.R. Co. ....	4		14,635,475			12,590,819	585,418
	Pittsburgh, Fort Wayne and Chicago Ry. Co. spec. guar. ....	7		300			555	21
	Pittsburgh, Fort Wayne and Chicago Ry. Co. reg. guar. ....	7		25,000			44,250	1,750
	Pittsburgh Joint Stock Yards Co. ....	4		1,000,000			973,110	40,000
	Pomeroy and Newark R.R. Co. ....			500,000			1	
	Richmond Washington Co. ....	4		445,000			445,000	17,800
	Rocky Hill R.R. and Transportation Co. ....	6		250			1	15

TABLE 103: MISCELLANEOUS PERMANENT INVESTMENTS AND MARKETABLE SECURITIES, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

The figures given are for the corporation as a whole; they are not segregated according to state lines. The items shown are those included in the Balance Sheet, Table 101, under the heads "Other Permanent Investments" and "Marketable Securities". Only those corporations are included which report such items as held at any time during the year.

The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 27.

Corp'n No.	Name of corporation and class of investment	Characteristics of securities held		Par value of amount held	Date of acquisition	Actual money cost	Book value	Income accrued during year
		Rate of int. or con. div.	Date of maturity					
1	<b>Pennsylvania (continued):</b>	%		Dollars		Dollars	Dollars	Dollars
	<i>Securities of system corporations, unpledged (concluded):</i>							
	<i>Stocks (concluded):</i>							
	Roxborough R.R. Co.			70,000			1	
	Shamokin Dam Water Co.			5,000			1	
	Southern Pennsylvania Ry. and Mining Co.			400,000			1	
	South River Water Co.			19,100			100	
	Susquehanna, Bloomsburg and Berwick R.R. Co.			1,000,000			500,340	
	Tipton R.R. Co.			43,250			1	
	United New Jersey R.R. and Canal Co.	10		50,000			66,667	5,000
	Vincetown Branch of Burlington County R.R. Co.	6		3,150			4,274	189
	Western New York and Pennsylvania Ry. Co.			19,439,001			4,516	
	West Jersey and Seashore R.R. Co. com.	5		4,904,700			4,991,895	247,260
	West Jersey and Seashore R.R. Co. spec. guar.	6		5,500			8,213	291
	West Jersey R.R. Co. spec. guar.	6		39,850			60,810	1,215
	Wilkes-Barre Connecting R.R. Co.			50,000			50,000	
	Winslow Water Co.			1,500			100	
	York, Hanover and Frederick R.R. Co.			400,000			1	
	<i>Bonds, etc.:</i>							
	Chartiers Ry. Co. 1st mtg.	3.5	Oct 1, 1931	13,000			10,961	455
	Citizens Water Co. of Scottsdale con. mtg.	5	Feb 1, 1941	176,000			173,400	8,800
	Columbia and Port Deposit Ry. Co. 1st mtg.	4	Aug 1, 1940	306,000			306,968	12,240
	Columbus, Kinkora and Springfield R.R. Co. 2nd mtg.		Aug 1, 1903	3,600			1	
	Freehold and Jamesburg Agricultural R.R. Co.	4	Jul 1, 1919	97,000			97,000	3,880
	Johnsonburg R.R. Co. 1st mtg.	6	Mar 1, 1929	150,000			1	
	Long Island R.R. Co. 10-year debts.	4	Dec 31, 1919	12,247,952			12,247,952	
	Long Island R.R. Co. eqpt. trust certfs.	4	Various	400,000			366,313	16,000
	Long Island R.R. Co. eqpt. trust certfs.	4	Various	222,000			205,474	11,213
	Monongahela R.R. Co. 1st mtg.	3.5	Oct 1, 1942	604,000			588,358	21,289
	Mount Holly, Lumberton and Medford R.R. Co. 1st mtg.		Apr 1, 1899	75,000			1	
	Pemberton and Hightstown R.R. Co. 1st mtg.		Jul 1, 1899	160,000			1	
	Pennsylvania, Monongahela and Southern R.R. Co. 1st mtg.	4	Jan 1, 1948	769,000			769,000	
	Philadelphia and Delaware County R.R. Co.	5	Apr 1, 1925	180,000			1,000	
	Philadelphia and Long Branch R.R. Co. 1st mtg.	5	Dec 1, 1913	750,000			1	
	Pomeroy and Newark R.R. Co. certfs. of indebt.	4	Jul 1, 1916	534,401			1	
	Southern Pennsylvania Iron and R.R. Co. 1st mtg.	7	Mar 1, 1900	1,500			1	
	Southern Pennsylvania Ry. and Mining Co. oblgn.		Mar 1, 1900	79,300			1	
	United New Jersey R.R. and Canal Co.	4		2,000			1,975	80
	Vincetown Branch of Burlington County R.R. Co. 1st mtg.	6	Jan, 1875	15,000			1	
	Western New York and Pennsylvania Ry. Co. gen. mtg.	4	Apr 1, 1943	54,000			54,000	2,160
	Western New York and Pennsylvania Ry. Co. inc. mtg.	5	Apr 1, 1943	9,224,000			1,844,617	
	Western New York and Pennsylvania Ry. Co. inc. mtg. scrip.	5	Apr 1, 1943	914			162	
	Western New York and Pennsylvania Ry. Co. gen. mtg. scrip.			19			14	
	York, Hanover and Frederick R.R. Co. 1st mtg.	4	May 1, 1927	150,000			1	
	<i>Miscellaneous securities:</i>							
	Bonds, mortgages, and ground rents.			2,150,841			2,150,841	79,858
	Income from securities owned by United N. J. R.R. and C. Co.							168,929
	Income from securities disposed of during year.							332,593
	<i>Advances to system corporations for construction, equipment, and betterments:</i>							
	Cherry Tree and Dixonville R.R. Co.						10,566	
	Connecting Ry. Co.						428,965	
	Long Island R.R. Co.						1,441,840	
	New York Bay R.R. Co.						23,609	
	Pennsylvania, Monongahela and Southern R.R. Co.						51,163	
	Pennsylvania Tunnel and Terminal R.R. Co.						317,032	
	Wilkes-Barre Connecting R.R. Co.						405,320	
	<i>Permanent investments in physical property:</i>							
	Real estate.						1,915,987	
	Track material leased.						144,692	
	<i>Other permanent investment in securities, pledged:</i>							
	<i>Stocks:</i>							
	Lewisburg and Tyrone R.R. Co.			1,110,450			1	
	<i>Other permanent investments in securities, unpledged:</i>							
	<i>Stocks:</i>							
	Altoona Mechanics Library.			3,750			1	
	Arcade Real Estate Co.	3.75		1,100,000			1,100,000	41,200
	Centre Turnpike Co.			4,150			1	
	Enola Realty Co.			225,000			1	
	Enola Sewerage Co.	4		25,000			1	1,000
	Johnstown and Cramer Turnpike Co.			10,000			1	
	Kingston Realty Co.			5,000			5,000	
	Lewisburg Center and Spruce Creek R.R. Co.			221,350			1	
	Manor Real Estate and Trust Co.			2,000,000			2,000,000	
	Membership in various exchanges and hospitals.						12	
	New Jersey Warehouse and Guaranty Co.			25,000			1	
	Pennsylvania Canal Co.			3,517,150			1	
	Pennsylvania Terminal Real Estate Co.			3,000,000			3,000,000	
	Perth Amboy and Elizabethport R.R. Co.			7,450			1	
	Philadelphia Bourse.			5,000			1	
	Philadelphia Bourse 6 per cent pref.	4		1,875			1	75
	Stuyvesant Real Estate Co.			500,000			500,000	
	Trenton Delaware Bridge Co.	4		100,000			100,000	4,000



TABLE 103: MISCELLANEOUS PERMANENT INVESTMENTS AND MARKETABLE SECURITIES, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

The figures given are for the corporation as a whole; they are not segregated according to state lines. The items shown are those included in the Balance Sheet, Table 101, under the heads "Other Permanent Investments" and "Marketable Securities". Only those corporations are included which report such items as held at any time during the year.

The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 27.

Corp'n No.	Name of corporation and class of investment	Characteristics of securities held		Par value of amount held	Date of acquisition	Actual money cost	Book value	Income accrued during year
		Rate of int. or con. div.	Date of maturity					
1	<b>Pennsylvania (concluded):</b> <i>Other permanent investments in securities, unpledged (concluded):</i> <i>Bonds:</i> Iron Car Equipment Co. .... Pennsylvania Canal Co. .... Income from securities disposed of during year. .... <i>Marketable securities:</i> <i>Stocks:</i> J. Langdon and Co., Incorporated. .... John Leonard and Co., .... Lancaster Avenue Improvement Co. .... Lehigh and Hudson River Ry. Co. .... Meeker Foundry Co. ....  Mineral R.R. and Mining Co. .... New York and Rockaway Beach Ry. Co. .... New York, New Haven and Hartford R.R. Co. .... Norfolk and Western Ry. Co. com. .... Norfolk and Western Ry. Co. pref. ....  Pennsylvania Steel Co. of New Jersey pref. .... Philadelphia, Bala and Bryn Mawr Turnpike Co. .... Pottstown Iron Co. 1st pref. .... Pottstown Iron Co. 2nd pref. .... First-Second National Bank, Pittsburgh. ....  Southern Pacific Co. .... Stewartstown R.R. Co. .... Susquehanna Coal Co. .... Union Sheet and Tin Plate Co. .... United States Rail Co. com. .... United States Rail Co. pref. .... <i>Bonds, etc.:</i> Belvidere Delaware R.R. Co. .... Chicago, Peoria and St. Louis R.R. .... Grand Rapids and Indiana R.R. Co. 1st mtge. .... Grand Rapids and Indiana R.R. Co. 1st mtge. .... Grand Rapids and Indiana Ry. Co. 2nd mtge. ....  Independent Brick Co. .... International Navigation Co. of New Jersey. .... John Leonard and Co. notes. .... Lehigh and Hudson River Ry. Co. .... Long Island R.R. Co. unified mtge. ....  New York Bay R.R. Co. certfs. .... New York State Steel Co. certfs. .... Pittsburgh, Cincinnati, Chicago and St. Louis Ry. mtge. .... Susquehanna Coal Co. .... Trenton Delaware Bridge Co. ....  Union Sheet and Tin Plate Co. .... United States Rail Co. .... Income from securities disposed of during year. .... <i>Miscellaneous securities:</i> Pennsylvania R.R. Water Supply trust certfs. ....  Totals. ....	%		Dollars		Dollars	Dollars	Dollars
		5	Oct 1, 1900	10,858			1	
		6	Jul 1, 1910	384,000			1	
								713
				45,900			1	
				400			400	
		8		10,800			2,700	864
		4		163,200			1	6,528
		5		193			1	7
				100,002			1	
				7,700			8,530	
		1.5		5,312,500			8,012,303	79,687
		6		37,273,400			32,020,488	2,157,114
		4		5,820,000			4,555,231	232,800
		2.5		584,700			241,477	14,617
		5		8,750			1	437
				837			1	
				8,883			1	
				114,500			143,125	
		4.5		17,143,800			17,056,212	728,611
		5		9,500			8,550	475
		4		2,136,600			716,350	85,460
				600			600	
				100			41	
		7.5		2,400			2,400	180
		4		300,000			118,844	12,000
		4.5		1,000			1,000	23
		4.5		10,000			9,875	225
		3.5		68,000			58,650	1,190
		4		873,000			706,786	34,920
		6	Jan 1, 1929	1,950			1,950	117
		5	Feb 1, 1929	311,000			311,000	15,583
				409			409	
		4	Jul 1, 1920	34,000			34,000	1,360
		4		3,000			2,855	150
		4		56,000			56,000	1,120
		5		591			591	43
		3.5		3,000			2,865	224
		5		6,112,000			4,815,204	152,800
		7	Jul, 1917	4,000			4,655	280
			Sep 1, 1911	100			100	
		6	Oct 1, 1914	10			10	1
								523,481
		4		5,000,000			5,000,000	200,000
	Totals. ....						259,111,843	14,297,140
2	<b>New York Central and Hudson River:</b> <i>Securities of system corporations, pledged:</i> <i>Stocks:</i> Hudson River Bridge Co. at Albany. .... Lake Shore and Michigan Southern Ry. Co. .... Michigan Central R.R. Co. .... <i>Miscellaneous securities:</i> G., C. & S. R.R. Co. mtge. pro. bonds N. Y. C. & H. R. R.R. Co. .... <i>Securities of system corporations, unpledged:</i> <i>Stocks:</i> Beech Creek R.R. Co. .... Beech Creek Extension R.R. Co. .... Boston Terminal Co. .... Cherry Tree and Dixonville R.R. Co. .... Chestnut Creek R.R. Co. ....  Chester and Becket R.R. Co. .... Cornwall Bridge Co. .... Dolgeville and Salisbury Ry. Co. instlmts. .... Dunkirk, Allegheny Valley and Pittsburgh R.R. Co. .... Dunkirk, Warren and Pittsburgh R.R. Co. ....  Genesee Falls R.R. Co. .... Geneva, Corning and Southern R.R. Co. .... Geneva, Corning and Southern R.R. Co. .... Hudson River Connecting R.R. Corporation. .... New Jersey Junction R.R. Co. ....  New York and Fort Lee R.R. Co. .... New York and Harlem R.R. Co. .... New York and Ottawa Bridge Co. .... New York State Realty and Terminal Co. .... Ottawa and New York Ry. Co. ....							
				375,000	Various		375,000	
				45,289,200	1898	90,578,400	90,578,400	8,152,056
				16,819,300	Various	19,342,570	19,342,570	1,009,158
			May 1, 1958	600,000		600,000	600,000	
		4		1,250	Various		1,125	50
				5,179,000	Apr 30, 1905	488,223	488,223	
				100,000	Nov 10, 1900	100,000	100,000	
				250,000	Various	250,000	250,000	10,000
				20,000	Jun 30, 1897	6,000	6,000	
				28,800	Nov 10, 1900	500	500	
				250,000	Mar 7, 1913		100	
					Various	46,928	46,928	
		1.5		1,177,775	Various	194,984	194,984	17,678
				180	Various	21	21	
				25,000	Dec 31, 1906	35,717	35,717	
		4		5,000,000	Jan 31, 1910	Exchange	5,000,000	200,000
		3.5		1,820,800	Apr 30, 1909	Exchange	802,975	63,728
				25,000		26,033	26,033	
				100,000	Mar 11, 1891	100,000	100,000	
				1,000,000	Feb 29, 1904		100	
				6,232,850	1912, '13, '14	21,788,803	21,788,803	868,507
				2,000	Mar 7, 1913		100	
				100,000	Jun 21, 1904	100,000	100,000	
				1,000,000	Mar 7, 1913		100	

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The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 27.

Corp'n No.	Name of corporation and class of investment	Characteristics of securities held		Par value of amount held	Date of acquisition	Actual money cost	Book value	Income accrued during year
		Rate of int. or con. div.	Date of maturity					
2	New York Central and Hudson River (concluded): Securities of system corporations, unpledged (concluded): <i>Stocks (concluded):</i> Pennsylvania and Western R.R. Co..... Pittsfield and North Adams R.R. Co..... St. Lawrence and Adirondack Ry. Co..... Terminal Ry. of Buffalo..... West Shore R.R. Co..... <i>Bonds:</i> Beech Creek R.R. Co..... Beech Creek Extension R.R. Co..... Cherry Tree and Dixonville R.R. Co..... Chester and Becket R.R. Co..... Dunkirk, Allegheny Valley and Pittsburgh R.R. Co.....  New York and Ottawa Bridge Co..... Ottawa and New York Ry. Co. first..... Ottawa and New York Ry. Co. second..... Terminal Ry. of Buffalo..... <i>Advances to system corporations for construction, equipment, and betterments:</i> Boston and Albany Trust Equipment, one-half interest..... Grand Central Terminal Improvement..... Hudson River Bridge Co..... New York and Harlem R.R. Co..... <i>Permanent investments in physical property:</i> Adams Express Co. building..... American Express Co. building..... Biltmore Hotel building..... Commercial tracks and sidings..... Demonstration farm..... Merchants Loft building..... United Cigar Stores Co. building..... <i>Other permanent investments in securities, unpledged:</i> <i>Stocks:</i> Rutland R.R. Co..... Toronto, Hamilton and Buffalo Ry. Co..... Troy Union R.R. Co..... Western Transit Co..... <i>Bonds:</i> Toronto, Hamilton and Buffalo Ry. Co..... <i>Miscellaneous securities:</i> Membership in exchanges..... <i>Marketable securities:</i> <i>Stocks:</i> Albany Agricultural Art Association..... Albany Southern R.R. Co..... American Express Co..... Central Dock and Terminal Ry. Co..... Clearfield Bituminous Coal Corporation.....  Fair Land Realty Co..... Gallitzin Coal and Coke Co..... Lewiston and Queenston Bridge Co..... Merchants Despatch Transportation Co..... Mohawk Valley Co.....  Mutual Terminal Co. of Buffalo..... New York, New Haven and Hartford R.R. Co..... New York State Railways..... Oswego Agricultural Fair Association..... Pan American Exposition Co.....  Pennsylvania Coal and Coke Corporation..... Princeton Lumber Co..... Wells Fargo Express Co..... West Branch Coal Co..... <i>Bonds:</i> Chicago, Peoria and St. Louis R.R. Co..... Clearfield Bituminous Coal Corporation..... Clearfield Bituminous Coal Corporation mtge. gold..... Cleveland, Cincinnati, Chicago and St. Louis Ry. Co..... New York, New Haven and Hartford R.R. Co.....  New York, New Haven and Hartford R.R. Co..... Ogdensburg and Lake Champlain R.R. Co..... Pittsburgh, Titusville and Buffalo R.R. Co..... Poughkeepsie Glass Works second..... <i>Miscellaneous securities:</i> Real estate mortgages.....  Totals.....	%		Dollars		Dollars	Dollars	Dollars
		5		100,000	Jun 30, 1899	10,984	10,984	
				72,200	Nov 10, 1900	72,200	72,200	3,610
				1,615,000	Jan 1, 1905	1,213,662	1,213,662	
				500,000	Jun 26, 1899	10	10	
				10,000,000	Dec 31, 1885		1,000	
		5	1936	500,000	Jun 30, 1903	500,000	500,000	25,000
		4	1955	3,964,000	Nov 30, 1906	3,963,000	3,963,000	158,560
		4	1914	596,014	Various	596,014	596,014	23,447
			1917	50,000	Dec 31, 1900	500	500	
		4.5	1960	2,900,000	Mar 3, 1911	Exchange	2,855,250	130,500
		4	1917	500,000	Mar 7, 1913		100	
		4	1917	825,000	Mar 7, 1913		100	
		16	1917	275,000	Mar 7, 1913		100	
		4	1946	500,000	Jun 30, 1899	462,245	462,245	20,000
							2,378,000	
							41,863,765	
							1,368,359	
							21,502,979	
							277,341	
							1,198,253	
							2,731,135	
							60,534	
							15,014	
							1,033,743	
							158,006	
				2,352,050	Various	1,999,243	1,999,243	
				1,299,900	Various		372,400	77,994
				15,000	Dec 5, 1852	15,000	15,000	
				1,000,000	Mar 31, 1884	950,000	1,000,000	
		4	1946	372,000	Oct 20, 1904	325,500	325,500	14,880
				1,750	Various		1,750	
				5,000	Oct 22, 1873		1	
				3,600	Oct 31, 1909	Exchange	3,600	
				3,000,000	Nov 27, 1901	4,573,000	4,573,000	240,000
				135,400	Various	10,400	135,400	5,416
				825,000	Jun 30, 1899		200	
				2,500	Dec 31, 1909	2,500	2,500	
				20,000	Sep., 1903		100	
				40,000	Apr 16, 1913	Transfer	1	
				638,800	Jun 6, 1911	Exchange	638,800	63,88

<sup>1</sup> If earned.



TABLE 103: MISCELLANEOUS PERMANENT INVESTMENTS AND MARKETABLE SECURITIES, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

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The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 27.

Corp'n No.	Name of corporation and class of investment	Characteristics of securities held		Par value of amount held	Date of acquisition	Actual money cost	Book value	Income accrued during year
		Rate of int. or con. div.	Date of maturity					
3	<b>New York, New Haven and Hartford (continued):</b>	%		Dollars		Dollars	Dollars	Dollars
	<i>Securities of system corporations, pledged (concluded):</i>							
	<i>Miscellaneous securities:</i>							
	Central New England Ry. Co. notes	6	Demand	200,000	May 1, 1914	200,000	200,000	2,000
	Harlem River and Port Chester R.R. Co. notes	6	Demand	3,000,000	May 1, 1914	3,000,000	3,000,000	30,000
	Hartford and Connecticut Western R.R. Co. notes	5	Demand	819,782			819,782	40,989
	Rutland R.R. Co. notes	5	Demand	150,000	May 1, 1914	150,000	150,000	1,250
	<i>Securities of system corporations, unpledged:</i>							
	<i>Stocks:</i>							
	Boston and Providence R.R. Corporation	10		524,600			1,582,443	52,460
	Boston Terminal Co.			200,000			200,000	
	Central New England Ry. Co. com.			3,054	Various		544	
	Central New England Ry. Co. pref.	4		1,083	Various		282	48
	Harlem River and Port Chester R.R. Co.	7		1,000,000			1,000,000	70,000
	Holyoke and Westfield R.R. Co.	14		20,000			20,000	2,800
	New York Connecting R.R. Co.			1,500,000			1,527,204	
	Norwich and Worcester R.R. Co.	8		97,100			219,038	7,768
	Old Colony R.R. Co.	7		9,813,200			13,065,342	686,924
	Providence, Warren and Bristol R.R. Co. com.	6		486,700			730,213	29,202
	Providence, Warren and Bristol R.R. Co. pref.	6		100			220	6
	Providence and Worcester R.R. Co.	10		955,100			2,738,763	95,510
	Roxbury Central Wharf Co.			700			7	
	South Bay Wharf and Terminal Co.			900			9	
	<i>Advances to system corporations for construction, equipment, and betterments:</i>							
	Boston and Providence R.R. Corporation						100,752	
	Norwich and Worcester R.R. Co.						818,628	
	Old Colony R.R. Co.						706,929	
	Providence, Warren and Bristol R.R. Co.						317	
	<i>Permanent investments in physical property:</i>							
	Miscellaneous electric properties						487,397	
	One-half interest in eqpt. under B. & A. R.R. Eqpt. Trust 1912						2,974,571	
	Real estate						4,869,711	
	<i>Other permanent investments in securities, pledged:</i>							
	<i>Stocks:</i>							
	Concord and Montreal R.R. Co.	7		246,900	May 1, 1914	395,766	395,766	2,881
	American Telephone and Telegraph Co.	8		31,400	May 1, 1914	37,783	37,783	419
	Connecticut and Passumpsic Rivers R.R. Co.	6		146,400	May 1, 1914	208,162	208,162	1,464
	Northern R.R. of New Hampshire	6		92,000	May 1, 1914	130,750	130,750	922
	Pennsylvania R.R. Co.	3		58,400	May 1, 1914	71,908	71,908	876
	Rhode Island Co.			9,685,500			24,352,336	
	Waterbury Gas Light Co.	8		209,350	May 1, 1914	847,972	847,972	2,791
	<i>Bonds:</i>							
	American Telephone and Telegraph Co.	4.5	Mar 1, 1933	6,300	May 1, 1914	6,291	6,291	47
	Chicago and Eastern Illinois R.R. Co.	5	Nov 1, 1937	22,000	May 1, 1914	25,300	25,300	183
	Chicago, Burlington and Quincy R.R. Co.	3.5	Jul 1, 1949	10,000	May 1, 1914	12,810	9,150	80
	Chicago, Rock Island and Pacific R.R. Co.	4	Jan 1, 1988	38,000	May 1, 1914	38,000	38,000	253
	New York and Stamford Ry. Co.	4	Nov 1, 1958	678,000			599,880	27,120
	New York, Westchester and Boston Ry. Co.		Jul 1, 1946	2,000,000			2,000,000	
	Vermont Co.	5	Feb 1, 1931	846,000			846,500	42,300
	Income from securities disposed of during year							2,318
	<i>Miscellaneous securities:</i>							
	Connecticut Co. notes	6	Demand	1,325,000	May 1, 1914	1,325,000	1,325,000	13,250
	Housatonic Power Co. notes	6	Demand	1,150,000	May 1, 1914	1,150,000	1,150,000	11,500
	New York and Stamford Ry. Co. notes	6	Demand	185,000	May 1, 1914	185,000	185,000	1,850
	Rhode Island Co. notes	6	Demand	1,725,000	May 1, 1914	1,725,000	1,725,000	17,250
	<i>Other permanent investments in securities, unpledged:</i>							
	<i>Stocks:</i>							
	Berkshire Street Ry. Co.			5,398,100			6,371,396	
	Boston R.R. Holding Co. com.			3,106,500			3,106,500	
	Boston R.R. Holding Co. pref.	4		24,493,900			24,493,900	979,756
	Millbrook Co.			100,000			100,000	
	New England Navigation Co.	2.75		49,405,500			53,322,899	1,358,651
	New York and Stamford Ry. Co.			500,000			610,643	
	New York, Westchester and Boston Ry. Co.			4,924,937			6,241,952	
	Vermont Co.			650,000			571,164	
	Westchester Street R.R. Co.			700,000			896,380	
	Wood River Branch R.R. Co.			33,600			21,477	
	<i>Marketable securities:</i>							
	<i>Stocks:</i>							
	Boston and Lowell R.R. Co.	8		41,200	May 1, 1914	88,775	88,775	549
	Concord and Portsmouth R.R. Co.	7		1,800	May 1, 1914	3,285	3,285	21
	Connecticut River R.R. Co. notes	10		101,500	May 1, 1914	276,220	276,220	1,692
	City National Bank, Holyoke			10,000	May 1, 1914	11,500	11,500	
	Hereford R.R. Co.	4		24,600	May 1, 1914	21,929	21,929	164
	Iron Works Aqueduct and Water Co.						100	
	Lowell and Andover R.R. Co.	8		19,300	May 1, 1914	41,919	41,919	257
	Manchester and Lawrence R.R. Co.	10		6,300	May 1, 1914	14,082	14,082	105
	Massachusetts Valley R.R. Co.	6		35,400	May 1, 1914	46,020	46,020	354
	Nashua and Lowell R.R. Co.	9		8,400	May 1, 1914	20,171	20,171	126
	Pemigewasset Valley R.R. Co.	6		71,000	May 1, 1914	99,677	99,677	710
	Peterborough R.R. Co.	4		8,600	May 1, 1914	8,390	8,390	57
	Pittsfield and North Adams R.R. Co.	5		5,000	May 1, 1914	6,965	6,965	42
	Post Publishing Co. <sup>2</sup>	6		1,000			1,000	60
	Quincy Quarries Co.	2		1,900			2,110	38

<sup>2</sup> Held as lessee Connecticut Railway and Lighting Co."

TABLE 103: MISCELLANEOUS PERMANENT INVESTMENTS AND MARKETABLE SECURITIES, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

The figures given are for the corporation as a whole; they are not segregated according to state lines. The items shown are those included in the Balance Sheet, Table 101, under the heads "Other Permanent Investments" and "Marketable Securities". Only those corporations are included which report such items as held at any time during the year.

The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 27.

Corp'n No.	Name of corporation and class of investment	Characteristics of securities held		Par value of amount held	Date of acquisition	Actual money cost	Book value	Income accrued during year
		Rate of int. or con. div.	Date of maturity					
3	<b>New York, New Haven and Hartford (concluded):</b>	%		Dollars		Dollars	Dollars	Dollars
	<i>Marketable securities (concluded):</i>							
	<i>Stocks (concluded):</i>							
	Upper Coos R.R. Co.	6		7,300	May 1, 1914	10,243	10,243	73
	Vermont and Massachusetts R.R. Co.	6		18,400	May 1, 1914	30,440	30,440	184
	Village Water Co.						24	
	Waterbury Hotel Corporation			1,500			1,500	
	Westinghouse Air Brake Co.			900	May 1, 1914	967	967	
	Wilton R.R. Co.	8½		9,800	May 1, 1914	21,389	21,389	139
	<i>Bonds:</i>							
	Berkshire Street Ry. Co. 20-year gold deb.	5	Mar 1, 1925	200,000			200,000	10,000
	Central New England Ry. Co. inc. scrip.	5	Feb 1, 1949	609			609	
	Central New England Ry. Co. (Dutch. Co. R.R.) 1st mtge. gold	4.5	Jun 1, 1940	5,000			5,230	225
	Park Square Theater Co. Inc. 2nd mtge. 20-year notes	5	Oct 1, 1932	320,000			320,000	16,000
	Pawtuxet Valley Electric Street Ry.	5	Jul 1, 1933	38,000	May 1, 1914	39,900	39,900	317
	Wood River Branch R.R. Co 1st mtge.		Jul 1, 1924	56,500			28,250	
	<i>Miscellaneous securities:</i>							
	City Lumber and Coal Co. note.	5	Various				15,000	840
	Ida V. Whitney note.	4.5	Oct 31, 1916				25,000	750
	P. C. Larkin notes.	5	Various				63,894	1,566
	Providence, Warren and Bristol R.R. Co. note.	6	Nov 2, 1918				38,618	2,055
	Rutland R.R. Co. note.	5			Jun 30, 1914		50,000	35
	Salts Textile Mfg. Co. note.	5	Apr 25, 1916				75,000	3,750
	Shearer Realty Trust notes.	5	Various				200,000	10,000
	Trustees of the Massachusetts Automobile Club Trust note.	5	Various				90,000	4,500
	Waterbury Lumber and Coal Co. note.	5	Various				5,000	257
	Totals.						185,449,675	3,725,530
4	<b>Lake Shore and Michigan Southern:</b>							
	<i>Securities of system corporations, unpledged:</i>							
	<i>Stocks:</i>							
	Battle Creek and Sturgis Ry. Co.			82,500	Feb., 1890	1	1	
	Cleveland Short Line Ry. Co. com.	5		4,750,000	1906-1913	3,250,000	3,250,000	237,500
	Detroit and Chicago R.R. Co.			999,100	Oct., 1879	787,173	787,173	
	Detroit, Monroe and Toledo R.R. Co.	8		413,100	1861	1,794,002	1,794,002	16,524
	Detroit, Toledo and Milwaukee R.R. Co.			750,000	Feb., 1902	160,000	1	
	Elkhart and Western R.R. Co.			229,900	Jun., 1896	225,000	225,000	
	Jamestown, Franklin and Clearfield R.R. Co.	5		2,994,550	Mar., 1909	1,610,709	1,610,709	149,727
	Lake Erie, Alliance and Wheeling R.R. Co. com.	4		3,000,000	1903-1905	4,061,797	4,061,797	120,000
	Lake Erie and Pittsburgh Ry. Co.	5		2,150,000	1905-1911	2,150,000	2,150,000	107,500
	Mahoning Coal R.R. Co. com.	*60		865,900	1884-1889	169,085	169,085	519,540
	Mahoning Coal R.R. Co. pref.	5		399,500	1884-1889	399,500	399,500	19,975
	Kalamazoo and White Pigeon R.R. Co.			229,500	Dec., 1896	609,300	609,300	
	Northern Central Michigan R.R. Co. com.			596,700	Nov., 1871	1,356,100	1,356,100	
	Sturgis, Goshen and St. Louis Ry. Co.			300,000	Aug., 1891	20,852	20,852	
	Swan Creek Ry. Co.			39,000	Oct., 1889	39,500	39,500	
	<i>Permanent investments in physical property:</i>							
	Baw Beese Lake Park, Michigan				1892	20,990	20,990	
	Elevator at South Bend, Indiana				1911-1913	42,576	42,576	
	Land in Ashtabula county, Ohio				1903	24,042	24,042	
	Land in Westchester county, New York				1876	8,000	8,000	
	Pintsch Gas Compressing Co. Toledo, Ohio				1907-1912	9,613	9,613	
	<i>Other permanent investments in securities, unpledged:</i>							
	<i>Miscellaneous securities:</i>							
	Chamber of Commerce, Cleveland, membership certfs.			700	1895-1913	700	700	
	Cleveland Law Library Association membership certfs.			125	1902-1912	125	125	
	<i>Marketable securities:</i>							
	<i>Stocks:</i>							
	Chicago, Indiana and Southern R.R. Co. com.			14,998,200	1906 & 1912	12,478,194	5,338,001	
	Chicago, Indiana and Southern R.R. Co. pref.			5,000,000	Apr., 1906	5,000,000		
	Chicago, Kalamazoo and Saginaw Ry. Co. com.			180,000	Mar., 1907	1,800	1,800	
	Cleveland, Cincinnati, Chicago and St. Louis Ry. Co. com.			30,207,700	1900-1907	25,386,682	25,386,682	
	Detroit Terminal R.R. Co. com.			93,300	1906	93,300	93,300	
	Fairport and Phalanx R.R. Co. com.			1,000	Jan., 1903	1	1	
	Indiana Harbor Belt R.R. Co. com.			735,000	1907	635,001	735,000	
	Jefferson Coal Co. com.	8		510,000	Oct., 1908	153,958	153,958	40,800
	Kanawha and Michigan R.R. Co. com.	5		4,029,600	1910 & 1912	2,901,312	2,901,312	201,480
	Lake Erie and Western R.R. Co. com.			5,940,000	1900, 1901	1,306,883	1,306,883	
	Lake Erie and Western R.R. Co. pref.			5,930,000	1900, 1901	4,540,133	4,540,133	
	Lansing Transit Co. com.			1,000	Jul., 1889	1	1	
	Mahoning State Line R.R. Co. com.			800	1896-1914	800	800	
	Merchants Despatch Transportation Co. com.	10		561,200	1871-1907	577,529	577,529	56,120
	New York, Chicago and St. Louis R.R. Co. com.			6,240,000	Oct., 1887			
	New York, Chicago and St. Louis R.R. Co. 1st pref.	2.5		2,503,000	Oct., 1887	8,447,747	8,447,747	62,575
	New York, Chicago and St. Louis R.R. Co. 2nd pref.	2.5		6,275,000	Oct., 1887			156,875
	Pittsburgh and Lake Erie R.R. Co. com.	10		14,994,250	1878-1912	15,669,932	15,669,932	1,499,425
	Pittsburgh, McKeesport and Youghiogheny R.R. Co. com.	6		1,511,050	1912-1914	1,962,644	1,962,644	90,601
	Reading Co. com.	8		9,852,500	Feb., 1904	5,481,851	5,481,851	797,200
	Reading Co. 1st pref.	4		6,065,000	Jan., 1903	5,395,329	5,395,329	242,600
	Reading Co. 2nd pref.	4		14,265,000	Feb., 1904	10,963,544	10,963,544	570,600
	Terminal Ry. of Buffalo com.			500,000	Jul., 1896	200,000	200,000	
	Toledo and Ohio Central Ry. Co. com.			5,846,300	Mar., 1909	3,419,275	3,419,275	
	Toledo and Ohio Central Ry. Co. pref.			3,701,400	Mar., 1909	3,701,400	3,701,400	
	Westinghouse Electric and Manufacturing Co. com.	4		300	Jan., 1909	300	300	12
	Worlds Events Co.			11	1911	11	11	

<sup>2</sup> "Held as lessee Connecticut Railway and Lighting Co."

<sup>3</sup> Includes extra dividend of 40 per cent declared June 15, 1914.



CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 27.

The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 27.

Corp'n No.	Name of corporation and class of investment	Characteristics of securities held		Par value of amount held	Date of acquisition	Actual money cost	Book value	Income accrued during year
		Rate of int. or con. div.	Date of maturity					
4	Lake Shore and Michigan Southern (concluded): Marketable securities (concluded): <i>Bonds:</i> Chicago, Kalamazoo and Saginaw R.R. Co..... Cleveland, Cincinnati, Chicago and St. L. Ry. Co. gen. mtge. Lake Erie and Pittsburgh Ry. Co. 1st mtge..... Terminal Ry. of Buffalo 1st mtge..... Toledo and Ohio Central Ry. Co. inc..... Income from securities disposed of during year <i>Miscellaneous securities:</i> Equity in Chicago, Peoria and St. Louis R.R. Co..... New York State Steel Co. certf. indebt..... Oberlin Gas and Electric Co. trustee certf..... Standard Contracting Co. receiver's certf. indebt..... Income from securities disposed of during year Totals.....	%		Dollars		Dollars	Dollars	Dollars
		4	Jul, 1959	507,000	Jul, 1909	363,000	363,000	20,280
		4	Jun, 1993	1,000,000	Dec, 1912	900,000	900,000	40,000
		4.5	Jun, 1961	2,150,000	Jun, 1911	1,720,000	1,720,000	96,750
		4	Apr, 1946	500,000	1897-1899	262,255	262,255	20,000
		4	Feb, 1951	192,000	1910-1912	58,245	58,245	187,68
		4.5		599		947	947	
		5		1,023	Jun, 1912	1,023	1,023	
		6		580	Jul, 1912	580	580	35
		6		3,466	May, 1913	3,466	3,466	
								1,071
	Totals.....						116,166,017	5,254,877
5	Erie: Securities of system corporations, pledged: <i>Stocks:</i> Arnot and Pine Creek R.R. Co..... Bergen and Dundee R.R. Co..... Bergen County R.R. Co..... Buffalo, Bradford and Pittsburgh R.R. Co..... Conesus Lake Ry. Co.....  Delaware Valley and Kingston Ry. Co..... Elmira State Line R.R. Co..... Erie and Wyoming Valley R.R. Co..... Jefferson R.R. Co..... Long Dock Co.....  Middletown and Crawford R.R. Co..... Newark and Hudson R.R. Co..... New York, Lake Erie and Western Docks and Imp. Co.. Nypano R.R. Co..... Paterson, Newark and New York R.R. Co.....  Pavonia Ferry Co..... Penhorn Creek R.R. Co..... Tioga R.R. Co. com..... Tioga R.R. Co. pref..... <i>Bonds:</i> Buffalo, Bradford and Pittsburgh R.R. Co..... Elmira State Line R.R. Co..... Erie and Jersey R.R. Co..... Genesee River R.R. Co..... Middletown and Crawford R.R. Co.....  Mutual Terminal Co..... Newark and Hudson R.R. Co..... Nypano R.R. Co..... New York, Lake Erie and Western Docks and Imp. Co.. New York, Lake Erie and Western Coal and Railroad Co..  Paterson, Newark and New York R.R. Co..... Tioga R.R. Co. third rail..... Tioga R.R. Co. Tioga Extension..... Income from securities disposed of during year <i>Securities of system corporations, unpledged:</i> <i>Stocks:</i> Arlington R.R. Co..... Avon, Genesee and Mount Morris R.R. Co..... Brookport and Shawmut R.R. Co..... Buffalo, Bradford and Pittsburgh R.R. Co..... Caldwell R.R. Co.....  Columbus and Erie R.R. Co..... Columbus and Erie R.R. Co..... Docks Connecting Ry. Co..... Erie and Black Rock R.R. Co..... Erie Land and Improvement Co.....  Erie Land and Improvement Co. of Pennsylvania..... Erie Terminals R.R. Co..... Eriton R.R. Co..... Eriton R.R. Co..... Genesee River R.R. Co.....  Genesee River R.R. Co..... Goshen R.R. Co..... Industrial Center Land Co..... Interstate Elevator Co..... Jefferson R.R. Co.....  Moosic Mountain and Carbondale R.R. Co..... Mutual Terminal Co. of Buffalo..... New York and Greenwood Lake Ry. Co..... New York, Lake Erie and Western Coal and R.R. Co..... Niagara River and Erie R.R. Co..... Northern R.R. of New Jersey.....							
				255,000	Dec, 1895		255,000	
				40,000	Dec, 1895		40,000	
		6		200,000	Dec, 1895		200,000	12,000
				2,204,900	Dec, 1895		2,204,900	
				18,750	Dec, 1895		18,750	
				250,000	Apr, 1901		250,000	
		7		69,200	Dec, 1895		69,200	4,844
				1,500,000	Apr, 1901		1,500,000	
				2,095,450	Dec, 1895		2,095,450	
				800,000	Dec, 1895		800,000	
		6		120,650	Dec, 1895		120,650	7,239
				250,000	Dec, 1895		250,000	
				604,000	Dec, 1895		604,000	
				19,999,100	Dec, 1895		19,999,100	
				250,000	Dec, 1895		250,000	
				100,000	Dec, 1895		100,000	
				6,000	Jul, 1900		6,000	
				390,900	Dec, 1895		390,900	
				189,700	Dec, 1895		189,700	
			Jan 1, 1897	580,000	Dec, 1895		580,000	
			Oct 1, 1905	160,000	Dec, 1895		160,000	
		4	Jul 1, 1955	7,400,000	1912, 1913	6,843,000	6,843,000	296,000
		4	Jul 1, 1957	6,000,000	1912, 1913	5,550,000	5,550,000	240,000
		4.5	Apr 1, 1921	57,200	Dec, 1895		57,200	2,574
		4	Various	95,000	Various	95,000	95,000	3,800
			Sep 1, 1901	250,000	Dec, 1895		250,000	
			Jan 1, 1996	20,000,000	Jan, 1896		20,000,000	

TABLE 103: MISCELLANEOUS PERMANENT INVESTMENTS AND MARKETABLE SECURITIES, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

The figures given are for the corporation as a whole; they are not segregated according to state lines. The items shown are those included in the Balance Sheet, Table 101, under the heads "Other Permanent Investments" and "Marketable Securities". Only those corporations are included which report such items as held at any time during the year.

The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 27.

Corp'n No.	Name of corporation and class of investment	Characteristics of securities held		Par value of amount held	Date of acquisition	Actual money cost	Book value	Income accrued during year
		Rate of int. or con. div.	Date of maturity					
5	<b>Erie (concluded):</b>	%		Dollars		Dollars	Dollars	Dollars
	<i>Securities of system corporations, unpledged (concluded):</i>							
	<i>Stocks (concluded):</i>							
	Nyack and Northern R.R. Co. ....			25,200	Jun, 1897		79	
	Nypano R.R. Co. ....			900	Dec, 1895		900	
	Rochester and Genesee Valley Ry. Co. ....	6		149,400	Dec, 1895		149,400	8,964
	Sharon Ry. Co. ....	6		26,850	1908 & 1912	26,850	26,850	1,611
	Youngstown and Austintown R.R. Co. ....			10,500	Jan, 1897		1	
	<i>Bonds:</i>							
	Mutual Terminal Co. of Buffalo. ....		Various	106,250	Various	106,250	106,250	3,750
	New York and Greenwood Lake Ry. Co. ....	5	May 1, 1916	99,253	Various	90,858	90,858	4160
	Northern R.R. of New Jersey. ....			639	Apr, 1886		639	
	<i>Advances to system corporations for construction, equipment, and betterments:</i>							
	Chicago and Erie R.R. Co. ....						7,496,507	
	Columbus and Erie R.R. Co. ....						571,563	
	Eriton R.R. Co. ....						31,917	
	Industrial Centre Land Co. ....						265,017	
	Long Dock Co. ....						187,819	
	Penhorn Creek R.R. Co. ....						4,099,438	
	<i>Permanent investments in physical property:</i>							
	Mutual Terminal Co. of Buffalo. ....				Mar, 1913	21,020	21,020	
	<i>Other permanent investments in securities, pledged:</i>							
	<i>Stocks:</i>							
	Blossburg Coal Co. ....			1,000,000	Dec, 1895		1,000,000	
	Buffalo Creek R.R. Co. ....	7		125,000	Dec, 1895		125,000	8,750
	Chicago and Erie R.R. Co. ....			100,000	Dec, 1895		100,000	
	Hillside Coal and Iron Co. ....			1,000,000	Dec, 1895		1,000,000	
	Lehigh and Hudson River R.R. Co. ....	4		163,100	Nov, 1894		123,956	6,524
	New Jersey and New York R.R. Co. com. ....			1,000,000	Dec, 1895		28,633	
	New Jersey and New York R.R. Co. pref. ....			750,000	Dec, 1895		355,744	
	New York, Susquehanna and Western R.R. Co. com. ....			6,630,000	Jul, 1900		6,630,000	
	New York, Susquehanna and Western R.R. Co. pref. ....			12,936,000	Jul, 1900		12,900,825	
	Northwestern Mining and Exchange Co. ....			500,000	Dec, 1895		500,000	
	Pennsylvania Coal Co. ....			5,000,000	Mar, 1901		5,000,000	500,000
	Temple Iron Co. ....			145,700	Jul, 1907		145,700	174,840
	<i>Bonds:</i>							
	Chicago and Erie R.R. Co. ....	6	Oct 1, 1982	9,902,000	Dec, 1895		9,902,000	
	Elmira, Corning and Waverly Ry. Co. ....	4	Jan 1, 1957	800,000	Jun, 1907	786,875	786,875	10,000
	<i>Other permanent investments in securities, unpledged:</i>							
	<i>Stocks:</i>							
	Addison and Pennsylvania R.R. Co. pref. ....			28,400	Jun, 1897		1	
	Akron Barberton Belt R.R. Co. ....			25,000	May, 1902	28,375	28,375	
	Dansville and Mount Morris R.R. Co. revr.'s certis. ....			1,506	Jul, 1900		151	
	Midland Ry. Co. stock, bonds, and scrip. ....							
	New York, Susquehanna and W. R.R. Co. com. and scrip. ....			6,036,880	Jul, 1900		5,813,204	
	New York, Susquehanna and W. R.R. Co. pref. and scrip. ....							
	New Jersey and New York R.R. Co. com. ....			75,800	Various		2,170	
	New Jersey and New York R.R. Co. pref. ....			28,200	Various		13,376	
	New York Law Institute. ....			150	Feb, 1903	150	150	
	Northampton Portland Cement Co. ....			100	Dec, 1911	100	1	
	Pan-American Exposition Co. ....			30,000	Jun, 1897	30,000	1	
	Pittsburgh and Lake Erie Mahoning State Line R.R. Co. ....			2,999	Various		2,999	
	Railway Storage Battery Co. ....			851		851	851	
	Weehawken Stock Yard Co. ....			7,900	Jul, 1898	7,900	7,900	
	<i>Bonds:</i>							
	Akron Barberton Belt R.R. Co. ....	4		10,000	Dec, 1912	10,000	10,000	400
	Bath and Hammondsport R.R. Co. 2nd mtge. ....	5	Apr, 1923	200,000	Jul, 1905	100,000	100,000	
	Lake Keuka Navigation Co. ....	5	Apr 1, 1923	150,000	Jul, 1905	6,000	6,000	
	<i>Miscellaneous securities:</i>							
	Cleveland Chamber of Commerce. ....			100	Oct, 1905	100	100	
	Lake Carriers Association. ....			154	Jun, 1903		1	
	New York Produce Exchange. ....			20	Jun, 1897	20	20	
	Northampton Trust Co. trustee. ....			90	Dec, 1911	90	1	
	Queen City Co. ....			250	Jul, 1904	250	90	
	Toronto Board of Trade. ....			100	Mar, 1903		1	
	United Coal Co. ....			31		31	31	
	<i>Marketable securities:</i>							
	<i>Miscellaneous securities:</i>							
	C. W. Moody note. ....			275		275	275	
	Chicago, Milwaukee and St. Paul Ry. Co. note. ....			30,280		30,280	30,280	
	Darby and Co. note. ....			230		230	230	
	Harriet C. Wilson note. ....	6	Apr, 1915	2,000	Apr, 1910	2,000	2,000	120
	Metropolitan Steamship Co. note. ....		Nov 15, 1919	72	Nov 15, 1909	72	72	
	Schiendler and Co. notes. ....			8		8	8	
	T. W. Barthman, jr., note. ....	5	Jun 24, 1914	15,000	Jun, 1909	15,000	15,000	750
	<b>Totals. ....</b>						124,485,264	1,293,516
6	<b>Boston and Maine:</b>							
	<i>Securities of system corporations, unpledged:</i>							
	<i>Stocks:</i>							
	Fitchburg R.R. Co. com. ....			5,551,400	1900-1910	5,488,395	5,488,395	
	Portsmouth Bridge. ....			40,000	1890-1900	4,000	4,000	
	Proprietors Wells River Bridge. ....			1,100	1901-1903	1,090	1,090	
	York Harbor and Beach R.R. Co. ....	3		266,900	1887-1913	256,780	256,830	
	Income from securities disposed of during year. ....							718,205

\* 5 per cent on \$3200 par value prior lien bonds.

\* Dividends declared on cost price of stock, \$76 per share.

\* Conditional on income, maximum 5%.



TABLE 103: MISCELLANEOUS PERMANENT INVESTMENTS AND MARKETABLE SECURITIES, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

The figures given are for the corporation as a whole; they are not segregated according to state lines. The items shown are those included in the Balance Sheet, Table 101, under the heads "Other Permanent Investments" and "Marketable Securities". Only those corporations are included which report such items as held at any time during the year.

The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 27.

Corp'n No.	Name of corporation and class of investment	Characteristics of securities held		Par value of amount held	Date of acquisition	Actual money cost	Book value	Income accrued during year
		Rate of int. or con. div.	Date of maturity					
6	<b>Boston and Maine (concluded):</b> <i>Advances to system corporations for construction, equipment, and betterments:</i>	%		Dollars		Dollars	Dollars	Dollars
	Boston and Lowell R.R. Co.						157,459	
	Connecticut and Passumpsic River R.R. Co.						878,057	
	Lowell and Andover R.R. Co.						183,161	
	Manchester and Lawrence R.R. Co.						144,745	
	Nashua and Lowell R.R. Corporation.						338,539	
	Northern R.R. Co.						596,612	
	Stony Brook R.R. Corporation.						116,247	
	<i>Permanent investments in physical property:</i>							
	Arlington, Mass., real estate.				1898		1,900	
	Chelmsford, Mass., real estate.				1891		1,500	
	Durham, N. H., real estate.				1911		6,002	
	Fabyans, N. H., real estate.				1906		1,632	
	Lawrence, Mass., real estate.				1911		10,012	
	Lowell, Mass., real estate.				1891		4,614	
	Lynn, Mass., real estate.				1910		38,400	
	Manchester, N. H., real estate.				1904		451	
	St. Johnsbury, Vt., real estate.				1911		4,150	
	Wakefield, Mass., real estate.				1910		3,300	
	Waltham, Mass., real estate.				1897		502	
	Track material loaned.						127,686	
	<i>Marketable securities:</i>							
	<i>Stocks:</i>							
	Boston and Lowell R.R. Corporation.	8		561,900	1911, 1912	1,198,820	1,198,820	44,952
	Concord and Claremont, N. H. R.R. Co.			11,700	1897-1908	4,890	4,890	
	Concord and Montreal R.R. Co.			333,500	1912	533,600	533,600	23,345
	Montreal and Atlantic Ry. Co.	7		37,300	1900	3,000	3,000	
	St. Johnsbury and Lake Champlain R.R. Co.			43,550	1899-1911	4,517	4,517	
	Woodsville Aqueduct Co.	4		5,450	1899			
	<i>Bonds:</i>							
	Maine Ry. Co. 5-year gold notes.	5	May 1, 1919	9,472,000	1914	9,522,000	9,522,000	140,751
	Montreal and Atlantic Ry. Co.	5	Apr 1, 1925	108,000	1904	108,000	108,000	
	St. Johnsbury and Lake Champlain R.R. Co.	5	Mar 1, 1944	432,000	1896-1899	432,000	432,000	
	Woodsville Aqueduct Co.	4		5,450	1899	5,619	5,619	218
	Totals.						20,177,759	927,471
7	<b>Delaware, Lackawanna and Western:</b> <i>Securities of system corporations, unpledged:</i>							
	<i>Stocks:</i>							
	Chester R.R. Co.			65,050	Mar, 1880	65,050	100	
	Eric and Central New York R.R. Co.			250,000	Nov, 1903	69,000	69,000	
	Harlem Transfer Co.			200,000	Various	487,500	487,500	
	Hopatcong R.R. Co.			10,000	Aug, 1892	5,000	5,000	
	Lackawanna and Montrose R.R. Co.			121,250	Various	100,649	100,649	
	Newark and Bloomfield R.R. Co.	6		97,950	Various	98,137	98,137	5,877
	New York and Hoboken Ferry Co.			3,300,000	Apr, 1903	3,863,800	3,000,000	
	Passaic and Delaware R.R. Co.	5		109,350	Various	109,350	109,350	5,467
	Syracuse and Baldwinsville Ry. Co.			81,166				
	Syracuse, Binghamton and New York R.R. Co.	12		2,153,800	Various	2,182,120	2,844,519	258,408
	<i>Bonds:</i>							
	Harlem Transfer Co. 1st mtge.	4.5		300,000	Jun, 1905	300,000	300,000	13,500
	Hoboken Ferry Co. purchase money mtge.	4.5	1946	600,000	Dec, 1905	600,000	600,000	27,000
	New York and Hoboken Ferry Co. gen. mtge.	5	1946	904,000	Various	882,867	882,867	44,682
	New York and New Jersey Ferry Co. 1st mtge.	5	1946	107,000	Various	105,877	105,877	4,710
	<i>Miscellaneous securities:</i>							
	New York and Hoboken Ferry Co. notes.			1,275,233		1,275,233	1,275,233	
	<i>Permanent investments in physical property:</i>							
	Binghamton, N. Y., real estate.				Various		3,869	
	Ithaca, N. Y., real estate.				Various		200	
	New York city and Brooklyn, N. Y., real estate.				Various		2,155,301	
	Pennsylvania real estate.				Various		40,921,664	
	Staten Island, N. Y., real estate.				Various		1,609	
	Syracuse and Utica, N. Y., real estate.				Various		69,093	
	Warren county, N. J., real estate.				Various		8,100	
	<i>Marketable securities:</i>							
	<i>Stocks:</i>							
	Analomink Paper Co.			343	Jun, 1914	158	158	
	Green Bay and Western R.R. Co.	5		3,500	Jan, 1898	1,760	1,760	175
	Greene R.R. Co.	6		500	Various	553	553	30
	Lackawanna R.R. Co. of New Jersey.	4		167,300	Various	167,300	167,300	6,692
	Lackawanna Iron and Coal Co.			4,300	Dec, 1880	43	43	
	Lackawanna Steel Co.			51,600	Oct, 1906	25,800	25,800	
	Lehigh and Hudson River Ry. Co.	4		163,200	Nov, 1904	124,032	124,032	6,528
	Meeker Foundry Co.	5		73	1904	38	38	2
	Moore Timber Co.			1,300,000	Sep, 1911	1,300,000	1,300,000	
	Morris and Essex Extension R.R. Co.	4		42,300	1889	42,300	42,300	1,692
	Mutual Terminal Co.			15,000	Apr, 1907	25,000	25,000	
	New York, Lackawanna and Western Ry. Co.	5		70,400	Various	70,400	70,400	3,520
	Oswego and Syracuse R.R. Co.	9		500	1900	1,166	1,166	45
	Sussex R.R. Co.			90,500		48,020	48,020	
	Temple Iron Co.	12		487,000	1906	487,000	487,000	584,400
	Utica, Chenango and Susquehanna Valley Ry. Co.	6		20,600	Various	20,960	20,960	1,236
	Valley R.R. Co.	5		5,000	Various	5,000	5,000	250
	Warren R.R. Co.	7		10,000	1873	10,000	10,000	700

TABLE 103: MISCELLANEOUS PERMANENT INVESTMENTS AND MARKETABLE SECURITIES, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

The figures given are for the corporation as a whole; they are not segregable according to state lines. The items shown are those included in the Balance Sheet, Table 101, under the heads "Other Permanent Investments" and "Marketable Securities". Only those corporations are included which report such items as held at any time during the year.

The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 27.

Corp'n No.	Name of corporation and class of investment	Characteristics of securities held		Par value of amount held	Date of acquisition	Actual money cost	Book value	Income accrued during year
		Rate of int. or con. div.	Date of maturity					
7	<b>Delaware, Lackawanna and Western (concluded):</b> <i>Marketable securities (concluded):</i> <i>Bonds:</i>	%		Dollars		Dollars	Dollars	Dollars
	Greene R.R. Co. 1st mtge. ....	3.5	1919	200,000	Various	205,510	200,000	.....
	H. O. Co. sub-lien. ....	5	1921	100	1909	100	100	4
	Kewanee, Green Bay and Western R.R. Co. 1st mtge. ....	5	1921	1,000	1893	100	100	50
	Lackawanna Iron and Steel Co. ....	5	1926	12,000	1896	12,000	12,000	600
	Lackawanna Steel Co. ....	5	1923	22,000	Various	21,240	21,240	1,100
	Lehigh and Hudson River Ry. Co. deb. mtge. ....	4	1920	34,000	1907	34,000	34,000	1,360
	Morris and Essex R.R. Co. 1st refdg. mtge. ....	3.5	2000	5,151,300	Various	5,151,300	5,151,300	49,998
	Morris and Essex R.R. Co. con. mtge. ....	7	1915	1,387,000	Various	1,561,637	1,422,326	97,020
	New York, Lackawanna and Western Ry. Co. const. mtge. ....	5	1923	2,000,000	Various	2,000,000	2,000,000	100,000
	Northampton, Easton and Washington Traction Co. 1st mtge. ....	5	1924	6,600	Mar., 1913	5,940	5,940	330
	Oswego and Syracuse R.R. Co. con. mtge. ....	5	1907	438,000	Various	438,734	438,000	.....
	Pillsbury Washburn Flour Mills Co. ....	5	1928	200	1910	182	182	10
	Valley R.R. Co. ....	5	1911	400,000	1911	400,000	400,000	.....
	Income from securities disposed of during year. ....							70,532
	<i>Miscellaneous securities:</i>							
	Mutual Terminal Co. note. ....	4	1924	201,250	Various	201,250	201,250	7,550
	Snowden Bangor Slate Co. ....	1	Jul 1, 1916	1,121	1910	1,121	1,121	11
	<b>Totals. ....</b>						65,255,158	1,293,479
8	<b>Lehigh Valley:</b> <i>Securities of system corporations, pledged:</i> <i>Stocks:</i>							
	Delaware, Susquehanna and Schuylkill R.R. Co. ....			1,500,000	Jun., 1906	1,500,000	1,500,000	.....
	Easton and Northern R.R. Co. ....			565,000	1889-1901	565,000	565,000	.....
	Lehigh and New York R.R. Co. ....			2,271,350	1895-1913	856,213	199,126	.....
	Lehigh Valley R.R. Co. of New Jersey. ....			12,506,000	1903-1906	10,219,048	10,219,048	.....
	Lehigh Valley Ry. Co. ....			11,745,000	1883-1909	11,745,000	11,745,000	.....
	Loyalsock R.R. Co. ....			825,000	1892-1906	825,000	825,000	.....
	Pennsylvania and New York Canal and R.R. Co. ....			1,511,550	1882-1906	2,376,856	1,511,550	.....
	Schuylkill and Lehigh Valley R.R. Co. ....			2,000,000	1893-1909	390,727	390,727	.....
	<i>Bonds:</i>							
	Easton and Northern R.R. Co. ....	5	Jul 1, 1961	5,000	Jun 30, 1911	5,000	5,000	.....
	Easton and Northern R.R. Co. ....	5	Jul 1, 1964	18,000	Jun 30, 1914	18,000	18,000	.....
	Lehigh Valley R.R. Co. of New Jersey. ....	5	Jul 1, 1960	1,200,500	Jun 30, 1910	1,200,500	1,200,500	.....
	Lehigh Valley R.R. Co. of New Jersey. ....	5	Jul 1, 1961	139,000	Jun 30, 1911	139,000	139,000	.....
	Lehigh Valley R.R. Co. of New Jersey. ....	5	Jul 1, 1962	61,500	Jun 29, 1912	61,500	61,500	.....
	Lehigh Valley R.R. Co. of New Jersey. ....	5	Jul 1, 1963	809,000	Jun 30, 1913	809,000	809,000	.....
	Lehigh Valley R.R. Co. of New Jersey. ....	5	Jul 1, 1964	275,000	Jun 30, 1914	275,000	275,000	.....
	Lehigh Valley Ry. Co. ....	5	Jul 1, 1960	825,000	Jun 30, 1910	825,000	825,000	.....
	Lehigh Valley Ry. Co. ....	5	Jul 1, 1961	297,000	Jun 30, 1911	297,000	297,000	.....
	Lehigh Valley Ry. Co. ....	5	Jul 1, 1962	324,000	Jun 29, 1912	324,000	324,000	.....
	Lehigh Valley Ry. Co. ....	5	Jul 1, 1963	717,000	Jun 30, 1913	717,000	717,000	.....
	Lehigh Valley Ry. Co. ....	5	Jul 1, 1964	3,000,000	Jun 30, 1914	3,000,000	3,000,000	.....
	Loyalsock R.R. Co. ....	5	Jul 1, 1960	7,500	Jun 30, 1910	7,500	7,500	.....
	Loyalsock R.R. Co. ....	5	Jul 1, 1961	20,000	Jun 30, 1911	20,000	20,000	.....
	Loyalsock R.R. Co. ....	5	Jul 1, 1962	4,500	Jun 29, 1912	4,500	4,500	.....
	Loyalsock R.R. Co. ....	5	Jul 1, 1963	3,000	Jun 30, 1913	3,000	3,000	.....
	Pennsylvania and New York Canal and R.R. Co. ....	5	Jul 1, 1960	325,500	Jun 30, 1910	325,500	325,500	.....
	Pennsylvania and New York Canal and R.R. Co. ....	5	Jul 1, 1961	133,000	Jun 30, 1911	133,000	133,000	.....
	Pennsylvania and New York Canal and R.R. Co. ....	5	Jul 1, 1962	203,500	Jun 29, 1912	203,500	203,500	.....
	Pennsylvania and New York Canal and R.R. Co. ....	5	Jul 1, 1963	253,000	Jun 30, 1913	253,000	253,000	.....
	Pennsylvania and New York Canal and R.R. Co. ....	5	Jul 1, 1964	135,000	Jun 30, 1914	135,000	135,000	.....
	Schuylkill and Lehigh Valley R.R. Co. ....	5	Jul 1, 1962	6,000	Jun 29, 1912	6,000	6,000	.....
	<i>Securities of system corporations, unpledged:</i> <i>Stocks:</i>							
	Bay Shore Connecting R.R. Co. ....			20,000	1904-1913	20,000	20,000	.....
	Montrose R.R. Co. ....			100,000	1905, 1906	62,507	62,507	.....
	<i>Bonds:</i>							
	Easton and Northern R.R. Co. ....	4.5	Nov 1, 1935	249,000	Jun., 1905	249,000	249,000	.....
	Greenville and Hudson River R.R. Co. ....	5	Apr 1, 1997	350,000	Apr., 1897	350,000	350,000	.....
	Irvington R.R. Co. ....	4	Feb 1, 1956	125,000	Jun., 1906	125,600	125,000	.....
	Middlesex Valley R.R. Co. ....	5	Nov 1, 1942	400,000	1895-1911	166,801	166,801	.....
	Montrose R.R. Co. ....	4	Feb 1, 1957	100,000	Jun., 1907	100,000	100,000	.....
	Montrose R.R. Co. ....	5	Jul 1, 1960	3,500	Jun 30, 1910	3,500	3,500	.....
	Montrose R.R. Co. ....	5	Jul 1, 1962	5,500	Jun 29, 1912	5,500	5,500	.....
	Montrose R.R. Co. ....	5	Jul 1, 1964	3,000	Jun 30, 1914	3,000	3,000	.....
	Rochester Southern R.R. Co. ....	5	Oct 1, 1945	425,000	1895, 1896	393,125	393,125	.....
	Schuylkill and Lehigh Valley R.R. Co. ....	5	Mar 1, 1943	2,000,000	Nov., 1880	2,000,000	2,000,000	.....
	Seneca County Ry. Co. ....	5	Feb 1, 1983	500,000	Apr., 1905	500,000	500,000	.....
	<i>Advances to system corporations for construction, equipment, and betterments:</i>							
	Bay Shore Connecting Ry. Co. ....						1,251	.....
	Easton and Northern R.R. Co. ....						1,304	.....
	Lehigh and New York R.R. Co. ....						131,625	.....
	Lehigh Valley R.R. Co. of New Jersey. ....						2,757	.....
	Lehigh Valley Ry. Co. ....						25,261	.....
	Loyalsock R.R. Co. ....						251	.....
	Montrose R.R. Co. ....						31	.....
	Pennsylvania and New York Canal and R.R. Co. ....						55,616	.....
	Schuylkill and Lehigh Valley R.R. Co. ....						2,195	.....
	<i>Permanent investments in physical property:</i>							
	Real estate (major portion without State of New York) ....						3,836,472	.....



The figures given are for the corporation as a whole; they are not segregated according to state lines. The items shown are those included in the Balance Sheet, Table 101, under the heads "Other Permanent Investments" and "Marketable Securities". Only those corporations are included which report such items as held at any time during the year.

The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 27.

[illegible]

TABLE 103: MISCELLANEOUS PERMANENT INVESTMENTS AND MARKETABLE SECURITIES, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

[illegible]

<sup>7</sup> Includes \$1,500,000 stated to be "pledged," but the cost and book value of which are not segregated.



TABLE 103: MISCELLANEOUS PERMANENT INVESTMENTS AND MARKETABLE SECURITIES, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

The figures given are for the corporation as a whole; they are not segregated according to state lines. The items shown are those included in the Balance Sheet, Table 101, under the heads "Other Permanent Investments" and "Marketable Securities". Only those corporations are included which report such items as held at any time during the year.

The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 27.

<b>Corp'n No.</b>	<b>Name of corporation and class of investment</b>	<b>Characteristics of securities held</b>		<b>Par value of amount held</b>	<b>Date of acquisition</b>	<b>Actual money cost</b>	<b>Book value</b>	<b>Income accrued during year</b>
		<b>Rate of int. or con. div.</b>	<b>Date of maturity</b>					
<b>11</b>	<b>Long Island (concluded): Securities of system corporations, unpledged:</b>	%		Dollars		Dollars	Dollars	Dollars
	<i>Stocks:</i>							
	Atlantic Avenue Elevated R.R. Co.....			50,000	Jun 30, 1896	36,258	1	
	Glen Cove R.R. Co.....			10,000	Dec 21, 1905	10,000	10,000	
	Long Island Consolidated Electric Co....			25,000	Jul 7, 1905	25,000	25,000	
	Long Island R.R. Co. North Shore Branch ..			3,325	May 31, 1899	171	171	
	Long Island R.R. Co. North Shore Branch instlmts..			12,000	May 31, 1899		1	
	Montauk Steamboat Co. Limited.....			150,000	May 31, 1899	200,000	200,000	
	Nassau County Ry. Co.....			35,000	1902	35,000	35,000	
	New York and Rockaway Beach Ry. Co. com .			196,600	Various	40,823	40,823	
	New York, Brooklyn and Manhattan Beach Ry. Co. com			350,000	Sep 15, 1904	476,451	476,451	
	New York, Brooklyn and Manhattan Beach Ry. Co. pref.			207,400	Various	293,787	293,787	10,370
	Northport Traction Co.....			45,000	1901-1903	45,000	45,000	
	River and Harbor Transportation Co.....			24,700	May 18, 1895		1	
	<i>Bonds:</i>							
	Montauk Steamboat Co. certf. indebt.....	4	Jan 1, 1916	190,789	Dec 30, 1905	190,789	190,789	7,632
	New York and Rockaway Beach Ry. Co. 2nd mtge...	5	Sep 1, 1927	73,333	Various	31,233	31,233	
	Ocean Electric Ry. Co.....	5	Apr 1, 1918	1,680	Various	1,546	1,546	
	Prospect Park and Coney Island R.R. Co. inc.....	6	Feb 1, 1926	26,000	Various	13,000	13,000	
	<i>Permanent investments in physical property:</i>							
	Portion of Rapalvee farm, Long Island City.....				Jul. 1902	30,000	30,000	
	<i>Other permanent investments in securities, pledged:</i>							
	<i>Stocks:</i>							
	Brooklyn and Coney Island Telegraph Co.....			5,000	Mar 31, 1894	5,000	5,000	
	Montauk Co.....			250,000	Nov 13, 1895	50,000	50,000	
	Montauk Water Co.....			205,000	Jul 1, 1895	205,000	205,000	
	<i>Bonds:</i>							
	Montauk Water Co. 1st mtge.....	5	Jun 1, 1945	150,000	Jun 30, 1895	150,000	150,000	7,500
	New York City corporate stock.....	4.25		11,000	1914	11,000	11,000	74
	<i>Miscellaneous securities:</i>							
	Real estate mortgages.....	6	May 21, 1898	16,375		16,375	16,375	274
	<i>Other permanent investments in securities, unpledged:</i>							
	<i>Stocks:</i>							
	West Jamaica Land Co.....			500,000	Apr 30, 1907	6,001	6,001	
	<i>Marketable securities:</i>							
	<i>Stocks:</i>							
	Cities Development Co.....			10,000	Dec 31, 1907	10,000	10,000	
	Long Island Motor Parkway com.....			21,500	Various	215	215	
	Long Island Motor Parkway pref.....			43,000	1907, 1908	43,000	24,000	
	<i>Miscellaneous securities:</i>							
	A. D. Matthews Sons.....			178	Oct 22, 1902	178	178	
	Totals.....						3,027,755	63,100
<b>12</b>	<b>New York, Chicago and St. Louis: Securities of system corporations, pledged:</b>							
	<i>Stocks:</i>							
	Chicago and State Line R.R. Co.....			1,500,000	Sep 30, 1887		1,500,000	
<b>13</b>	<b>Buffalo, Rochester and Pittsburgh: Securities of system corporations, pledged:</b>							
	<i>Stocks:</i>							
	Ontario Car Ferry Co. Limited.....			249,700	1906 & 1908	179,008	179,008	12,485
	<i>Securities of system corporations, unpledged:</i>							
	<i>Stocks:</i>							
	Avonmore and Northern R.R. Co.....			9,500	Jan 28, 1907	10,000	10,000	
	Adrian Realty Co.....			49,600	Oct 1, 1910	49,600	49,600	
	Cloe Water Co.....			53,500	Apr 1, 1913		22,000	
	Cummings Water Co.....			58,500	Apr 1, 1913		31,200	

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The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 27.

Corp'n No.	Name of corporation and class of investment	Characteristics of securities held		Par value of amount held	Date of acquisition	Actual money cost	Book value	Income accrued during year
		Rate of int. or con. div.	Date of maturity					
14	New York, Ontario and Western (concluded): Other permanent investments in securities, pledged: Bonds:	%		Dollars		Dollars	Dollars	Dollars
	Elk Hill Coal and Iron Co. 1st mtge. ....	5	Dec 1, 1915	600,000	Dec 1, 1900	600,000	600,000	43,333
	Other permanent investments in securities, unpledged: Stocks:							
	Anthracite Valley Water Co. ....			5,000	Jun 28, 1904	5,000	5,000	
	Elk Hill Coal and Iron Co. ....			60,000	Mar 1, 1899	241,871	241,871	
	Seranton Coal Co. ....			200,000	Feb 2, 1899	45,267	45,267	
	Bonds:							
	Elk Hill Coal and Iron Co. 2nd mtge. ....	4	Jun 1, 1922	2,400,000	Dec 1, 1900	2,400,000	2,400,000	
	Riverside Coal Co. bond and mtge. ....			90,591	Dec 31, 1897	90,591	90,591	
	Seranton Coal Co. 1st mtge. ....	4	Feb 1, 1916	1,170,000	Feb 1, 1899	1,170,000	1,170,000	
	Miscellaneous securities:							
	Town of Wallkill bonds. ....	4	Various	2,000	Aug 1, 1908	2,000	2,000	120
	Marketable securities:							
	Miscellaneous securities:							
Contract sale of land to Annie E. Corcoran. ....	6		365	Dec 15, 1902	635	365	23	
Totals. ....						9,215,154	162,477	
15	Central New England: Advances to system corporations for construction, equipment, and betterments:							
	Hartford and Connecticut Western R.R. Co. ....						68,736	
16	Rutland: Securities of system corporations, unpledged: Stocks:							
	Addison R.R. Co. ....	3		495,900	1896		247,950	14,877
	Champlain Construction Co. ....			150,000	1902		1	
	Ogdensburg Terminal Co. ....			200,000	1900		100,000	
	Rutland and Noyan Ry. Co. ....			100,000	1901		1,000	
	Rutland Transit Co. ....			1,000,000	1899		500,000	
	Bonds:							
	Rutland and Noyan Ry. Co. ....	4	1951	100,000	1901	100,000	100,000	4,000
	Other permanent investments, unpledged: Stocks:							
	Champlain Manufacturing Co. ....	6		136	Feb, 1913	136	136	6
Totals. ....						949,087	18,883	
17	New York, Susquehanna and Western: Securities of system corporations, unpledged: Stocks:							
	Erie Terminals R.R. Co. ....			8,000	1907	8,000	8,000	
	Hackensack and Lodi R.R. Co. ....			25,090	1881	8,661	8,661	
	Hudson Connecting R.R. Co. ....			94,000	1881	94,000	1	
	Lodi Branch R.R. Co. ....			60,000	1881	12,000	12,000	
	Macopin R.R. Co. ....			60,000	1881	60,000	60,000	
	Passaic and New York R.R. Co. ....			70,000	1881	70,000	70,000	
	Susquehanna Connecting R.R. Co. ....			500,000	1903	500,000	500,000	
	Wilkes-Barre and Eastern R.R. Co. ....			3,000,000	1903	3,000,000	3,000,000	
	Bonds:							
	Hudson Connecting R.R. Co. 1st mtge. ....			400,000	1881	400,000	1	
	Other permanent investments in securities, pledged: Stocks:							
	New York, Susquehanna and Western Coal Co. com. ....			231,500	1890	231,500	231,500	
	New York, Susquehanna and Western Coal Co. pref. ....			62,500	1890-1914	60,800	60,800	
	Other permanent investments in securities, unpledged: Stocks:							
	Middletown and Unionville Telegraph Co. ....			2,000	1881	1,500	1	
	New York and Wilkes-Barre Coal Co. ....			2,000	1893	2,000	2,000	
	New York, Susquehanna and Western Coal Co. com. ....			359,500	1890	359,500	359,500	
	New York, Susquehanna and Western Coal Co. pref. ....			138,500	1890-1912	99,775	99,775	
	Bonds:							
Lackawanna and Susquehanna Coal Co. 1st mtge. ....		1933	61,000	1893	61,000	61,000	4,802	
New York, Susquehanna and Western Coal Co. 1st mtge. ....		1912	30	1890	30	30		
Marketable securities:								
Stocks:								
Temple Iron Co. ....			116,800	1906	116,800	116,800	140,160	
Anolomink Paper Co. ....			24,000	1914	23	23		
Totals. ....						4,590,092	144,962	
18	Lehigh and New England: Securities of system corporations, pledged: Stocks:							
	Campbell Hall Connecting R.R. Co. ....			120,000	Dec, 1898	1	1	
	Poeluck R.R. Co. ....			18,750	Jun, 1903	23,437	23,437	
	Bonds:							
	Campbell Hall Connecting R.R. Co. ....		Aug, 1939	500,000	Dec, 1898	50,000	50,000	
	Securities of system corporations, unpledged:							
	Campbell Hall Connecting R.R. Co. ....			1,900	Dec, 1898			
	Pohuck R.R. Co. ....			1,250	Jun, 1903	1,563	1,563	
	Advances to system corporations for construction, equipment, and betterments:							
	Campbell Hall Connecting R.R. Co. ....						4,248	
Poehuek R.R. Co. ....						18,847		
Marketable securities:								
Stocks:								
Lehigh Valley Transit Co. pref. ....			1,100	Aug, 1908		220	22	
Totals. ....						98,316	22	



TABLE 103: MISCELLANEOUS PERMANENT INVESTMENTS AND MARKETABLE SECURITIES, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

The figures given are for the corporation as a whole; they are not segregated according to state lines. The items shown are those included in the Balance Sheet, Table 101, under the heads "Other Permanent Investments" and "Marketable Securities". Only those corporations are included which report such items as held at any time during the year.

The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 27.

Corp'n No.	Name of corporation and class of investment	Characteristics of securities held		Par value of amount held	Date of acquisition	Actual money cost	Book value	Income accrued during year
		Rate of int. or con. div.	Date of maturity					
19a	<b>Pittsburg, Shawmut and Northern</b> (Corporate transactions): <i>Securities of system corporations, pledged:</i> <i>Stocks:</i> Clarion River Ry. Co. .... Kersey R.R. Co. .... <i>Other permanent investments in securities, pledged:</i> <i>Stocks:</i> Kersey Mining Co. .... Shawmut Commercial Co. .... Shawmut Mining Co. .... Totals. ....	%		Dollars		Dollars	Dollars	Dollars
				120,000	1899		180,000	
				150,000	1902		450,000	
				1,000,000	1902		3,000,000	
				50,000	1899		1,500,000	
				500,000	1899			
							5,130,000	
19b	<b>Pittsburg, Shawmut and Northern</b> (Receiver's operations): <i>Permanent investments in physical property:</i> Expenditures under court orders on mine development. .... <i>Permanent investments in securities:</i> <i>Stocks:</i> Shawmut Mining Co. .... Totals. ....					173,057	173,057	
				433,500	1913	433,500	433,500	
							606,557	
21b	<b>Buffalo and Susquehanna Railroad Corporation:</b> <i>Securities of system corporations, pledged:</i> <i>Stocks:</i> Addison and Susquehanna R.R. Co. com. .... Wellsville, Coudersport and Pine Creek R.R. Co. com. .... <i>Bonds:</i> Wellsville, Coudersport and Pine Creek R.R. Co. 1st mtg. .... <i>Other permanent investments in securities, pledged:</i> <i>Bonds:</i> Powhatan Coal and Coke Co. 1st mtg. .... Powhatan Coal and Coke Co. 2nd mtg. .... <i>Other permanent investments in securities, unpledged:</i> <i>Bonds:</i> Buffalo and Susquehanna Coal and Coke Co. 1st mtg. .... <i>Marketable securities:</i> <i>Miscellaneous securities:</i> New York City corporate stock. .... <i>Bonds:</i> Allegheny Valley Ry. gen. mtg. .... Brooklyn Rapid Transit Co. .... Chesapeake and Ohio R.R. Co. .... Connecting Ry. Co. gold mtg. .... Lehigh Valley R.R. Co. gen. con. mtg. .... N. Y. Central and Hudson River R.R. Co. rfdg and imp. mtg. .... Pennsylvania R.R. Co. gen. freight eqpt. trust. .... Totals. ....							
				100,000	Dec 31, 1913		100,000	
				62,700	Dec 31, 1913		62,700	
			Oct 1, 1902	20,500	Dec 31, 1913		20,500	
		5.17	Apr 1, 1951	907,725	Dec 31, 1913		907,725	23,465
		5.17	Apr 1, 1951	530,000	Dec 31, 1913		530,000	13,701
		4	Apr 1, 1951	1,291,598	Dec 31, 1913		1,300,000	25,832
		4	Nov 1, 1958	50,000	May 7, 1914	49,063	49,063	300
		4	1942	50,000	May 7, 1914	48,813	48,813	300
		5	1918	50,000	May 7, 1914	50,063	50,063	375
		5	Jun 1, 1919	100,000	May 7, 1914	97,125	97,125	750
		4	Mar 15, 1951	55,000	May 7, 1914	53,969	53,969	324
		4.5	2003	30,000	May 7, 1914	29,837	29,837	203
		4.5	Oct 1, 2013	50,000	May 7, 1914	47,937	47,937	337
		4.5	Various	45,000	May 7, 1914	45,146	45,146	304
							3,342,877	65,890
23	<b>New Jersey and New York:</b> <i>Securities of system corporations, pledged:</i> <i>Stocks:</i> New Jersey and New York Extension R.R. Co. .... <i>Bonds:</i> New Jersey and New York Extension R.R. Co. .... <i>Securities of system corporations, unpledged:</i> <i>Bonds:</i> New Jersey and New York Extension R.R. Co. .... <i>Other permanent investments in securities, unpledged:</i> <i>Stocks:</i> New Jersey and New York Improvement Co. .... Totals. ....							
				72,500	1893	83,375	83,375	
			Jun 1, 1909	114,000	1893	131,100	131,100	
			Jun 1, 1909	6,000	May, 1910	6,000	6,000	
				25,000	Sep, 1893	23,850	1	
							220,476	
25a	<b>Buffalo and Susquehanna Railway</b> (Corporate transactions): <i>Securities of system corporations, pledged:</i> <i>Stocks:</i> Buffalo and Susquehanna R.R. Co. com. .... <i>Other permanent investments in securities, pledged:</i> <i>Stocks:</i> Keystone Store Co. com. .... Totals. ....	4		4,656,900	Various	200,000	1	
				35,000		35,000	35,000	
							35,001	
27	<b>Dunkirk, Allegheny Valley and Pittsburgh:</b> <i>Marketable securities:</i> <i>Miscellaneous securities:</i> Equity in Chicago, Peoria and St. Louis Ry. Co. rfdg. bond. ....	4.5	Dec 1, 1939	1	Nov, 1913	1	1	
28	<b>Fonda, Johnstown and Gloversville:</b> <i>Securities of system corporations, unpledged:</i> <i>Stocks:</i> Coal Co. of Fulton County. .... Edison Electric Light and Power Co. .... Gloversville and Broadalbin R.R. Co. .... <i>Advances to system corporations for construction, equipment, and betterments:</i> Edison Electric Light and Power Co. .... <i>Permanent investments in physical property:</i> Sacandaga Park property. .... <i>Other permanent investments in securities, unpledged:</i> <i>Stocks:</i> Adirondack Lakes' Traction Co. .... Mountain Lake Co. .... Mountain Lake Electric R.R. Co. .... <i>Bonds:</i> Mountain Lake Electric R.R. Co. .... Totals. ....			105,000 23,000 1,200	Jan 1, 1903 Jan 1, 1903 Jan 1, 1903	222,530 222,530 15,041 319,078	222,530 222,530 15,041 319,078	6,300 6,300 15,041 319,078
				43,400	Feb 27, 1904	434	434	
				8,500	Feb 27, 1904	85	85	
				28,300	Feb 27, 1904			
			Jun 1, 1930	56,200	Feb 27, 1904	39,325	39,325	
							596,493	6,300

**TABLE 103: MISCELLANEOUS PERMANENT INVESTMENTS AND MARKETABLE SECURITIES, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (concluded)**

The figures given are for the corporation as a whole; they are not segregated according to state lines. The items shown are those included in the Balance Sheet Table 101, under the heads "Other Permanent Investments" and "Marketable Securities". Only those corporations are included which report such items as held at any time during the year.

The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 27.

Corp'n No.	Name of corporation and class of investment	Characteristics of securities held		Par value of amount held	Date of acquisition	Actual money cost	Book value	Income accrued during year
		Rate of int. or con. div.	Date of maturity					
<b>31</b>	<b>Lake Champlain and Moriah:</b> <i>Marketable securities:</i> <i>Bonds:</i>	%		Dollars		Dollars	Dollars	Dollars
	American Telephone and Telegraph Co.....	4	Jul 1, 1929	3,000	Jan 20, 1914	2,635	2,635	54
	American Telephone and Telegraph Co.....	4	Jul 1, 1929	10,000	Jan 21, 1914	8,787	8,787	178
	American Telephone and Telegraph Co.....	4	Jul 1, 1929	1,000	Jan 22, 1914	879	879	18
	American Telephone and Telegraph Co.....	4	Jul 1, 1929	3,000	Jan 23, 1914	2,647	2,647	53
	American Telephone and Telegraph Co.....	4	Jul 1, 1929	2,000	Feb 3, 1914	1,755	1,755	36
	American Telephone and Telegraph Co.....	4	Jul 1, 1929	5,000	Mar 5, 1914	4,431	4,431	64
	American Telephone and Telegraph Co.....	4	Jul 1, 1929	6,000	Mar 6, 1914	5,303	5,303	69
	Baltimore and Ohio R.R. Co.....	4.5	Jun 1, 1915	10,000	Jan 29, 1914	10,013	10,013	8 38
	Erie R.R. Co.....	5	Oct 1, 1914	15,000	Jul 23, 1912	14,980	14,980	750
	Erie R.R. Co.....	5	Apr 1, 1915	5,000	Feb 18, 1913	4,950	4,950	250
	New York Central and Hudson River R.R. Co.....	4.5	May 1, 1915	15,000	Jul 23, 1912	14,991	14,991	675
	New York City.....	4.25	Mar 1, 1912	10,000	Jan 29, 1914	10,191	10,191	8 139
	New York, New Haven and Hartford R.R. Co.....	5	May 1, 1915	20,000	Jan 29, 1914	19,750	19,750	8 159
	Income from securities disposed of during year.....							1,795
	Totals.....						101,314	8 3,605
<b>34</b>	<b>Greenwich and Johnsonville:</b> <i>Permanent investments in physical property:</i> Real estate adjoining track.....						5,636	
<b>36b</b>	<b>Central New York Southern Railroad Corporation:</b> <i>Securities of system corporations, pledged:</i> <i>Stocks:</i>							
	Ithaca Traction Corporation.....			400,000	May 1, 1914		400,000	
	<i>Bonds:</i> Ithaca Traction Corporation 1st and refdg. mtge.....	5	Apr 1, 1964	488,000	May 1, 1914		390,400	6,100
	Totals.....						790,400	6,100
<b>50</b>	<b>Raquette Lake:</b> <i>Other permanent investments in securities, unpledged:</i> <i>Bonds:</i>							
	Fulton Chain Ry. Co.....	16	1950	21,000	Jan 30, 1905		100	
	Fulton Navigation Co.....	16	1950	35,000	May 31, 1902		14,000	
	Totals.....						14,100	
	Grand totals.....						1,190,398,894	43,300,732

<sup>1</sup> If earned.

<sup>2</sup> Accrued interest on bonds at time of purchase, amounting in total to \$335, is charged against "income accrued," although interest from date of purchase to date of making report had not been taken upon the respondent's books.



TABLE 104: GROSS INVESTMENT IN ROAD AND EQUIPMENT, OPERATING

The expenditures for road and equipment since June 30, 1907, are shown according to the officially prescribed classification. Since the classification embodies June 30, 1907, but wherever practicable they also include the equipment prior to July 1, 1907.

The figures given are for the corporation as a whole; they are not segregated according to state lines. Figures in *italics* denote credits.

The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic

Line No.	Pennsylvania 1		New York Central & Hudson River 2		New York, New Haven & Hartford 3		Lake Shore & Michigan Southern 4		Erie 5		Line No.
	During year <sup>1</sup>	Since June 30, 1907 <sup>1</sup>	During year	Since June 30, 1907	During year	Since June 30, 1907	During year	Since June 30, 1907	During year	Since June 30, 1907	
	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	156,161	835,951	452,103	2,171,101	106,199	618,334	48,289	136,784	32,221	228,982	1
2	2,078,470	11,639,796	1,652,665	8,996,993	45,377	241,854	471,664	2,016,315	272,879	505,834	2
3	<i>4,435</i>	<i>85,735</i>	<i>3</i>	<i>4,335</i>	292,500	3,470,850	.....	<i>36,478</i>	522	190,205	3
4	1,586,525	9,559,147	2,113,551	9,530,776	172,499	2,946,472	453,801	2,771,217	305,822	3,193,100	4
5	549,411	616,725	4,361	305,362	.....	1,587,536	.....	.....	3,264	35,070	5
6	1,026,354	7,013,570	1,725,414	4,851,801	164,630	2,197,283	1,429,055	5,005,051	363,847	2,206,798	6
7	336,905	1,667,270	237,411	928,453	38,870	289,014	221,277	1,515,294	95,367	680,439	7
8	351,356	2,065,728	480,077	1,960,940	110,970	1,015,441	273,644	2,205,822	340,466	1,598,004	8
9	47,254	476,351	69,148	263,071	27,684	118,105	10,636	95,130	11,908	125,000	9
10	723,713	2,786,475	269,585	995,709	6,724	220,595	63,621	375,449	252,881	887,677	10
11	111,374	501,250	314,295	711,193	27,717	410,705	74,302	487,079	378,858	1,691,484	11
12	282,542	2,486,212	449,386	1,510,120	89,285	604,035	239,804	1,082,442	170,061	1,019,645	12
13	18,938	39,611	2,125	34,255	39	11,847	.....	12,099	1,821	17,823	13
14	1,312	21,465	23,995	76,637	3,866	34,549	.....	<i>154</i>	6,375	33,146	14
15	122,289	1,554,046	595,201	1,954,771	173,680	1,297,038	44,115	283,687	186,648	689,256	15
16	1,699,941	4,712,442	594,853	3,387,600	427,197	1,646,997	190,335	1,462,381	506,498	1,489,369	16
17	35,251	619,105	45,893	137,119	41,212	125,418	136,177	302,780	26,454	210,738	17
18	699,153	3,398,937	1,536,741	4,163,979	125,090	1,817,948	185,959	1,219,854	14,672	955,040	18
19	7,892	31,147	385	10,603	4,251	37,906	494	494	1,156	4,531	19
20	454,992	2,106,139	224,218	2,676,868	18,000	684,456	1,216,391	1,871,827	55,077	493,617	20
21	685,292	1,940,092	139,382	897,472	18,326	394,244	292,858	668,884	33,765	396,587	21
22	57,348	359,683	192,313	380,245	2,433	121,950	151,329	643,443	21,513	113,524	22
23	<i>590</i>	63,651	32,339	193,695	604	67,220	130,444	251,894	1,070	4,118	23
24	490	13,284	.....	<i>581,174</i>	.....	<i>248,995</i>	3,334	97,078	.....	288,255	24
25	.....	.....	.....	.....	.....	27	.....	.....	28,781	260,722	25
26	373,282	1,206,657	<i>2,193</i>	368,351	<i>3,886</i>	91,501	33,958	2,473,932	16,960	1,036,498	26
27	23,230	205,695	.....	37,682	.....	4,873	.....	.....	.....	35	27
28	960	2,042	24,143	804,086	80,233	1,260,055	.....	.....	13,197	13,168	28
29	130,999	366,841	140,074	1,475,200	1,009,772	3,607,406	.....	.....	11,740	16,235	29
30	.....	2,500	14,979	27,602	.....	3,521	.....	.....	.....	2,094	30
31	184,249	661,385	28,636	266,279	13,119	10,766	66,976	201,031	26,148	102,832	31
32	.....	.....	.....	.....	171	847	.....	.....	32	461	32
33	26,735	57,950	.....	28	.....	.....	.....	.....	.....	70,043	33
34	36,092	74,043	.....	.....	.....	.....	48	2,158	16,410	316	34
35	<i>1,655</i>	<i>2,690</i>	.....	.....	.....	.....	.....	.....	.....	.....	35
36	.....	.....	2,903	8,954	28,496	28,768	86	86	717	1,570	36
37	1,394,590	33,613,937	<i>7,679,805</i>	46,627,874	.....	30,620,537	.....	.....	.....	<i>429,444</i>	37
38	13,196,419	90,611,301	3,684,181	95,102,671	3,025,058	55,339,106	5,738,599	25,145,579	3,197,130	417,956,258	38
39	.....	.....	1,649	2,464	.....	.....	.....	.....	.....	4,663	39
40	.....	.....	.....	.....	.....	2,020	.....	.....	.....	230	40
41	<i>77</i>	.....	.....	.....	.....	.....	.....	.....	.....	.....	41
42	<i>8,615</i>	<i>235</i>	.....	2,370	.....	.....	.....	.....	.....	3	42
43	.....	58,293	.....	374,672	.....	77,383	.....	.....	.....	<i>6,402</i>	43
44	445	6,586	<i>235</i>	12,093	3,953	283,059	.....	.....	.....	.....	44
45	<i>8,093</i>	64,643	1,414	391,599	3,953	362,462	.....	.....	.....	<i>1,506</i>	45
46	13,188,326	90,675,945	3,685,595	95,494,270	3,029,011	55,701,568	5,738,599	25,145,579	3,197,130	417,954,752	46
47	6,420,842	.....	6,078,139	36,085,530	<i>30,771</i>	.....	604,467	.....	1,618,394	414,166,974	47
48	7,375	.....	460,015	2,097,345	43,148	.....	.....	.....	.....	.....	48
49	3,371,500	.....	<i>4,983,021</i>	16,630,268	195,650	.....	436,180	.....	183,562	43,575,351	49
50	14,169,098	.....	<i>5,964,650</i>	55,158,145	<i>187,656</i>	.....	1,231,065	.....	4,811,488	438,201,725	50
51	41,616	.....	2,679,064	2,785,870	155,909	.....	7,886	.....	903,237	41,465,359	51
52	580,236	.....	1,684,992	5,685,949	85,260	.....	.....	.....	400,852	41,813,733	52
53	24,590,667	218,752,383	11,883,836	118,443,107	261,539	261,823,346	2,279,099	25,536,235	7,917,534	459,223,143	53
54	.....	90,675,945	.....	95,494,270	.....	55,701,568	.....	25,145,579	.....	17,954,752	54
55	.....	217,135,590	.....	155,206,679	.....	78,378,612	.....	67,060,000	.....	4224,969,682	55
56	.....	307,811,535	.....	250,700,949	.....	134,080,180	.....	92,205,579	.....	4242,924,434	56
57	.....	184,752,383	.....	118,443,107	.....	61,823,346	.....	56,536,235	.....	459,223,143	57
58	.....	492,563,918	.....	369,144,056	.....	195,903,526	.....	148,741,814	.....	302,147,577	58
59	.....	2,656,75	.....	1,827,34	.....	1,275,62	.....	856,93	.....	789,31	59
60	.....	\$185,401	.....	\$202,012	.....	\$153,575	.....	\$173,575	.....	\$382,800	60
61	.....	\$115,860	.....	\$137,195	.....	\$105,110	.....	\$107,600	.....	\$307,768	61
62	.....	\$69,541	.....	\$64,817	.....	\$48,465	.....	\$65,975	.....	\$75,032	62
63	.....	4,083,54	.....	3,756,71	.....	2,003,10	.....	1,852,90	.....	1,987,84	63
64	.....	\$45,243	.....	\$31,528	.....	\$30,864	.....	\$30,512	.....	\$29,793	64

<sup>1</sup> Includes expenditures on leased lines, aggregating \$13,400,083 for period July 1, 1907, to June 30, 1913, and \$15,272,820 to June 30, 1914.

<sup>2</sup> Of this amount, details were given for expenditures since June 30, 1907, only.

<sup>3</sup> Includes \$7,132,835 formerly carried under "Passenger-train cars" but now transferred to "Freight-train cars".

<sup>4</sup> Cost of equipment purchased with road is not separated from cost of road purchased.

## STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914

the then commonly used classification of expenditures for equipment, the totals for the various classes of equipment are not restricted to the investment since

order and their ranking on the basis of railroad operating revenues see page 27.

Line No.	Name of account	Boston & Maine		Delaware, Lackawanna & Western		Lehigh Valley		Delaware & Hudson		Line No.
		6	7	8	9					
		During year	Since June 30, 1907	During year <sup>8</sup>	Since June 30, 1907 <sup>8</sup>	During year	Since June 30, 1907	During year	Since June 30, 1907	
	<i>Direct and general expenditures for road:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Engineering.....	11,070	22,861	129,950	364,793	2,524	50,847	65,892	124,198	1
2	Right of way and station grounds.....	32,070	35,119	122,784	801,418	205,591	941,982	1,883,218	3,574,342	2
3	Real estate.....	7,223	309,603	41,001	41,001	47,018	1,760,521	1,604,491	1,604,491	3
4	Grading.....	47,682	325,288	2,471,968	6,229,580	79,829	1,291,644	229,839	1,892,014	4
5	Tunnels.....			281,984	331,757				26,028	5
6	Bridges, trestles, and culverts.....	171,358	760,104	997,223	3,342,638	90,357	506,526	99,738	950,687	6
7	Ties.....	1,123	117,160	49,061	457,333	3,222	215,244	35,906	474,889	7
8	Rails.....	22,548	284,957	55,023	597,423	52,831	591,132	72,372	858,314	8
9	Frogs and switches.....	238	36,623	4,991	106,185	11,319	75,304	14,566	109,761	9
10	Track fastenings and other materials.....	40,501	66,925	26,881	209,795	62,776	369,595	49,841	298,167	10
11	Ballast.....	25,714	62,434	9,175	162,362	2,675	185,095	593	76,059	11
12	Track laying and surfacing.....	9,530	169,556	26,255	354,577	6,579	363,610	71,414	503,136	12
13	Roadway tools.....	1,037	17,622	9,713	34,455	1,023	31,231	260	45,785	13
14	Fencing right of way.....	313	3,089	694	4,332		5,659	1,727	12,564	14
15	Crossings and signs.....	299,488	1,105,549	300,179	737,161	754	117,929	44,130	228,713	15
16	Interlocking and other signal apparatus.....	85,564	741,336	70,304	884,627	31,737	217,399	16,370	373,959	16
17	Telegraph and telephone lines.....	5,906	5,112	28,476	146,502	7,464	76,965	4,998	39,480	17
18	Station buildings and fixtures.....	57,339	347,747	273,281	2,213,494	22,950	208,814	28,696	365,541	18
19	General office buildings and fixtures.....			30,759	30,759		1,480		1,864	19
20	Shops, engine houses, and turntables.....	485,853	1,566,196	31,716	2,854,115	10,976	79,971	429,448	2,723,204	20
21	Shop machinery and tools.....	730,500	913,414	36,675	870,717	4,500	44,994	201,062	1,256,504	21
22	Water stations.....	8,765	49,389	15,830	362,357	15,900	89,726	31,737	116,508	22
23	Fuel stations.....	26,759	46,248		54,385		21,249	8,664	135,092	23
24	Grain elevators.....									24
25	Storage warehouses.....				59			331,909	331,909	25
26	Dock and wharf property.....	209,255	339,377	60,762	1,129,594			52	5,079	26
27	Electric light plants.....		3,266						656	27
28	Electric power plants.....		182							28
29	Electric power transmission.....	4,255	4,255	1,328	75,148				62,268	29
30	Gas producing plants.....									30
31	Miscellaneous structures.....	7,823	671	27,636	164,238	3,159	13,364	22,522	63,780	31
32	Transportation of men and materials.....						285			32
33	Rent of equipment.....									33
34	Repairs of equipment.....									34
35	Earnings and optg. exps. during construction.....			1,671	2,642					35
36	Injuries to persons during construction.....				100				5,598	36
37	Cost of road purchased.....		7,698,449		843,312				9,979,060	37
38	Total direct expenditures.....	1,840,589	14,283,538	4,974,952	23,319,573	596,566	5,203,069	1,884,344	26,149,649	38
39	Law expenditures.....		2,800	3	1,617					39
40	Stationery and printing.....			122	481					40
41	Insurance.....									41
42	Taxes.....			738	1,031					42
43	Interest and commissions.....				70,293				21,330	43
44	Other expenditures.....				1,285					44
45	Total general expenditures.....		2,800	863	74,708				21,330	45
46	Total direct and general expenditures for road.....	1,840,589	14,286,338	4,975,815	23,394,281	596,566	5,203,069	1,884,344	26,170,979	46
			Total June 30, 1914		Total June 30, 1914		Total June 30, 1914		Total June 30, 1914	
	<i>Expenditures for equipment:</i>									
47	Steam locomotives.....	133,090	8,063,224	139,685	6,076,498	1,158,229	10,449,123	33,340	5,639,645	47
48	Electric locomotives.....		245,189						25,217	48
49	Passenger-train cars.....	70,993	6,008,340	72,964	1,932,695	494,034	4,074,478	11,435	1,254,097	49
50	Freight-train cars.....	647,400	15,863,296	978,033	11,868,972	3,296,799	40,065,355	341,400	14,018,674	50
51	Work equipment.....	100,997	421,796	19,066	208,462	25,738		23,318	424,787	51
52	Floating equipment.....		64,364	241,947	1,900,234					52
53	Total expenditures for equipment.....	686,299	30,726,332	1,451,693	21,986,862	4,974,801	54,588,956	342,812	21,362,421	53
54	Expenditures for road since June 30, 1907.....		14,286,337		23,394,281		5,203,069		26,170,979	54
55	Expenditures for road prior to July 1, 1907.....		45,641,171		18,831,491		18,639,292		19,879,438	55
56	Total expenditures for road to June 30, 1914..		59,927,509		42,225,771		23,842,361		46,050,417	56
57	Total expenditures for eqpt. to June 30, 1914..		30,726,332		21,986,862		54,588,956		21,362,421	57
58	Total exp. for road and eqpt. to June 30, 1914..		90,653,840		64,212,633		78,431,317		67,412,838	58
	<i>Statistics:</i>									
59	Miles of road owned June 30, 1914.....		8,725.43		239.66		316.90		341.23	59
60	Av. cost rd. and eqpt. per mi. owned June 30, '14.....		\$124,966		\$267,932		\$247,495		\$197,558	60
61	Av. cost rd. per mile owned June 30, 1914.....		\$82,610		\$176,190		\$75,236		\$134,954	61
62	Av. cost eqpt. per mile owned June 30, 1914.....		\$42,356		\$91,741		\$172,259		\$62,604	62
63	Miles of road operated June 30, 1914.....		7,230.190		959.81		1,443.74		880.55	63
64	Av. cost eqpt. per mile optd. June 30, 1914.....		\$13,348		\$22,908		\$37,811		\$24,260	64

<sup>8</sup> Includes \$60,123 electric street railway equipment.

<sup>9</sup> Includes 18.10 miles electric street railway.

<sup>7</sup> Includes 46.80 miles electric street railway.

<sup>8</sup> Includes expenditures on leased lines aggregating \$5,405,109 for period July 1, 1907, to June 30, 1913, and \$6,329,789 to June 30, 1914.

<sup>9</sup> Excludes \$8,619,721 "Coal lands and real estate" included on balance sheet under "Gross investment in road and equipment".



TABLE 104: GROSS INVESTMENT IN ROAD AND EQUIPMENT, OPERATING

The expenditures for road and equipment since June 30, 1907, are shown according to the officially prescribed classification. Since the classification embodies June 30, 1907, but wherever practicable they also include the equipment prior to July 1, 1907.

The figures given are for the corporation as a whole; they are not segregated according to state lines. Figures in *italics* denote credits.

The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic

Line No.	Northern Central 10		Long Island 11		New York, Chicago & St. Louis 12		Buffalo, Rochester & Pittsburgh 13		New York, Ontario & Western 14		Central New England 15		Line No.
	During year	Since June 30, 1907	During year	Since June 30, 1907	During year	Since June 30, 1907	During year	Since June 30, 1907	During year	Since June 30, 1907	During year	Since June 30, 1907	
1	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	1
2	778	54,874	78,694	619,811	3,803	29,998	15,291	71,229	22,021	7,291	56,629	56,629	2
3	438,531	1,644,966	269,531	3,061,739	21,198	304,460	53,969	234,461	158,397	1,845	191,846	191,846	3
4	.....	1,383	792	52,009	2,980	16,585	2,646	4,370	8,771	1,084	5,135	5,135	4
5	27,305	664,634	327,163	2,729,977	7,312	241,099	286,142	1,383,423	7,292	921,038	8,805	1,113,021	5
6	.....	225,049	323,665	.....	.....	.....	1,195	239,912	34,837	.....	.....	.....	6
7	2,328	207,217	398,368	2,123,777	158,226	953,662	286,198	891,833	55,789	785,112	24,517	611,521	7
8	14,419	136,068	23,235	335,309	16,596	255,745	122,193	354,589	3,125	195,378	29,317	138,073	8
9	19,428	193,802	22,055	424,748	94,001	554,373	123,070	504,727	33,794	467,000	1,409	167,716	9
10	3,948	60,443	613	104,132	4,648	40,817	29,487	71,919	3,943	64,125	8,933	27,300	10
11	29,527	222,486	19,484	205,780	3,424	37,932	84,720	288,117	32,123	169,231	4,359	33,489	11
12	639	101,904	16,854	129,120	12,759	138,723	61,685	155,819	28,520	228,558	18,822	147,379	12
13	2,218	151,099	62,417	452,323	8,566	114,827	114,583	393,073	656	124,912	37,800	133,758	13
14	.....	1,568	1,315	9,841	13,982	14,656	4,850	36,190	4,200	13,913	.....	1,482	14
15	.....	1,746	7,560	58,756	3,369	4,132	163	947	183	6,129	1,947	388	15
16	6,676	178,277	122,272	571,760	11,298	304,372	114,348	204,546	2,516	38,759	11,379	18,543	16
17	19,415	196,725	255,065	644,830	129,041	437,701	161,706	380,587	30,856	135,037	1,131	77,337	17
18	81	47,542	37,195	93,706	.....	14,875	10,152	71,591	.....	13,138	23	178	18
19	11,822	1,128,918	174,495	1,144,714	13,379	251,273	18,165	346,977	15,816	101,087	52,208	108,110	19
20	.....	2,024	2,709	180,060	.....	.....	4,969	12,150	.....	.....	.....	.....	20
21	1,643	165,587	4,231	119,360	25,734	185,925	227,525	319,126	21,071	539,215	23,091	177,157	21
22	79,037	69,679	774	34,782	15,124	49,501	53,452	161,210	2,813	270,157	.....	42,400	22
23	389	65,215	723	23,186	866	17,195	19,974	225,971	916	55,458	40,182	84,493	23
24	.....	40,416	.....	1,967	4,184	46,403	.....	62,492	.....	9,237	13,151	7,708	24
25	935	321,775	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25
26	.....	17,338	.....	.....	.....	.....	46,638	46,638	.....	.....	.....	1,462	26
27	28,649	155,878	9,849	272,881	.....	.....	7,468	215,057	566	35,004	.....	.....	27
28	15,814	105,089	.....	4,533	.....	.....	5,381	5,871	.....	.....	.....	.....	28
29	.....	.....	109,834	683,466	.....	.....	.....	.....	.....	.....	90	90	29
30	.....	.....	128,186	1,260,147	.....	.....	.....	.....	.....	.....	.....	.....	30
31	.....	668	27,248	56,490	.....	.....	.....	7,936	.....	.....	.....	.....	31
32	2,169	54,742	39,028	257,392	.....	22,479	41,721	205,331	1,383	281,953	10,712	49,789	32
33	.....	19	.....	3,617	.....	.....	.....	.....	.....	.....	106	106	33
34	225	8,752	2,504	21,373	.....	.....	.....	.....	.....	.....	.....	.....	34
35	.....	8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	35
36	.....	11	3,868	21,461	.....	.....	.....	.....	.....	.....	15	15	36
37	.....	.....	375,819	.....	.....	17,579	.....	129,000	.....	.....	.....	.....	37
38	540,161	5,870,516	2,371,109	16,597,578	544,531	3,985,987	1,892,696	7,016,638	264,180	4,681,391	265,776	3,195,147	38
39	.....	.....	.....	2,495	.....	1,110	.....	.....	.....	3,539	494	494	39
40	.....	.....	.....	169	.....	.....	.....	.....	.....	.....	.....	.....	40
41	.....	.....	.....	1,058	.....	.....	.....	.....	.....	.....	.....	.....	41
42	1,843	.....	.....	7,000	.....	.....	.....	.....	.....	218	.....	.....	42
43	.....	24	154,191	746,375	.....	.....	.....	.....	.....	16,052	.....	.....	43
44	.....	7,046	5,873	69,294	.....	2,000	.....	.....	.....	.....	7	971	44
45	1,843	7,070	160,065	826,391	.....	3,110	.....	.....	.....	19,809	501	1,466	45
46	538,318	5,877,586	2,531,173	17,423,970	544,531	3,989,097	1,892,696	7,016,638	264,180	4,701,200	266,277	3,196,613	46
47	.....	Total June 30, 1914	.....	Total June 30, 1914	.....	Total June 30, 1914	.....	Total June 30, 1914	.....	Total June 30, 1914	.....	Total June 30, 1914	47
48	129,292	.....	36,047	.....	313,195	1,365,020	353,205	4,131,456	9,911	.....	7,763	.....	48
49	7,387	.....	835,157	.....	59,970	299,556	365,199	1,100,723	147,743	.....	76,215	.....	49
50	286,807	.....	15,627	.....	21,392	5,164,819	561,630	12,987,614	884,623	.....	11,894	.....	50
51	18,196	.....	4,375	.....	19,535	89,573	30,339	311,688	5,478	.....	19,412	.....	51
52	.....	.....	218,781	.....	.....	.....	.....	.....	.....	.....	.....	.....	52
53	441,682	8,097,478	10,102,798	14,172,832	371,309	10,460,541	1,310,373	18,531,481	1,016,977	9,635,152	75,970	2,468,678	53
54	.....	5,877,586	.....	17,423,970	.....	3,989,097	.....	7,016,638	.....	4,701,200	.....	3,196,613	54
55	.....	21,296,614	.....	38,651,960	.....	45,262,295	.....	23,678,369	.....	69,856,569	.....	16,539,765	55
56	.....	27,174,200	.....	56,075,930	.....	49,251,392	.....	30,695,007	.....	74,557,769	.....	19,736,378	56
57	.....	8,097,478	.....	14,172,832	.....	10,460,541	.....	18,531,481	.....	9,635,152	.....	2,468,678	57
58	.....	35,271,678	.....	70,248,762	.....	59,711,933	.....	49,226,487	.....	54,192,921	.....	22,205,055	58
59	.....	144.45	.....	324.25	.....	494.72	.....	367.06	.....	318.86	.....	140.41	59
60	.....	\$244,179	.....	\$216,650	.....	\$120,698	.....	\$134,110	.....	\$264,044	.....	\$158,144	60
61	.....	\$188,120	.....	\$172,940	.....	\$99,554	.....	\$83,621	.....	\$233,826	.....	\$140,562	61
62	.....	\$56,059	.....	\$43,710	.....	\$21,144	.....	\$50,486	.....	\$30,217	.....	\$17,582	62
63	.....	472.21	.....	398.48	.....	523.02	.....	586.48	.....	568.46	.....	303.82	63
64	.....	\$17,147	.....	\$35,567	.....	\$2,000	.....	\$31,598	.....	\$16,950	.....	\$8,126	64

<sup>2</sup> Of this amount, details were given for expenditures since June 30, 1907, only.

<sup>10</sup> Includes \$23,910 express equipment.

<sup>11</sup> Includes \$3,443,968 "Cost of equipment October 1, 1887, the date this company acquired the property," less credit of \$1323; also includes \$98,929 not distributed.

## STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

The then commonly used classification of expenditures for equipment, the totals for the various classes of equipment are not restricted to the investment since order and their ranking on the basis of railroad operating revenues see page 27.

Line No.	Name of account	Rutland 16		New York, Susquehanna & Western 17		Lehigh & New England 18		Pittsburg, Shawmut & Northern (Corp. trans.) 19a		Pittsburg, Shawmut & Northern (Rev. 's op.) 19b		Line No.
		During year	Since June 30, 1907	During year	Since June 30, 1907	During year	Since June 30, 1907	During year	Since June 30, 1907	During year	Since June 30, 1907 <sup>13</sup>	
	<i>Direct and general expd. for road:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Engineering.....		533	153	10,444	10,158	71,439		217		790	1
2	Right of way and station grounds...	2,017	111,802	195,211	259,274	58,940	258,547		900		34,147	2
3	Real estate.....		9,000		9,300	50	50		5,300		5,843	3
4	Grading.....	12,784	27,120	28,620	2,923	106,513	724,281	1,722	27,487	1,488	267,176	4
5	Tunnels.....				1,565							5
6	Bridges, trestles, and culverts.....	8,388	56,782	217,906	51,619	16,757	810,300	65	2,545	18	145,520	6
7	Ties.....			1,763	8,713	25,334	112,872	2,942	15,186	2,844	53,282	7
8	Rails.....	3,061	99,503	13,362	75,418	43,237	200,486	3,693	44,316	5,496	93,136	8
9	Frogs and switches.....	701	761	1,043	7,498	4,278	9,790	73	3,814	1,398	9,979	9
10	Track fastenings and other materials.....	19,836	57,472	8,382	80,966	11,279	34,007	135	5,651	3,598	26,438	10
11	Ballast.....	13,866	66,343	72	30,991	2,707	42,158	605	6,220	2,264	44,813	11
12	Track laying and surfacing.....	10,526	104,697	3,291	17,315	14,719	79,325	915	7,728	2,342	81,995	12
13	Roadway tools.....		7,174			60	7,672			420	1,560	13
14	Fencing right of way.....			2,556	2,896	352	376				4,404	14
15	Crossings and signs.....	5,803	49,370	1,917	54,405	307	72,388				10,274	15
16	Interlocking and other signal apparatus.....		232	1,620	40,762	3,623	16,965			708	4,582	16
17	Telegraph and telephone lines.....			634	1,870	22,237	40,553			1,958	16,612	17
18	Station buildings and fixtures.....	1,373	8,689	1,453	23,872	1,041	19,360			1,424	10,269	18
19	General office buildings and fixtures.....										419	19
20	Shops, engine houses, and turntables.....	1,127	95,598	1,704	7,040	845	16,524		1,300	4,555	11,741	20
21	Shop machinery and tools.....	2,140	36,884	4,279	6,522	2,560	8,707			1,001	8,649	21
22	Water stations.....	1,269	7,539		4,062	2,237	28,002		25	2,398	28,610	22
23	Fuel stations.....	9,046	10,000		1,143		97			821	4,858	23
24	Grain elevators.....											24
25	Storage warehouses.....	933	933		12,000							25
26	Dock and wharf property.....			7,843	72,102							26
27	Electric light plants.....											27
28	Electric power plants.....											28
29	Electric power transmission.....											29
30	Gas producing plants.....											30
31	Miscellaneous structures.....	338	2,903		4,337	103	10,549			7	5,439	31
32	Transportation of men and materials.....											32
33	Rent of equipment.....			1,195	1,398	783	8,627				1,038	33
34	Repairs of equipment.....						143					34
35	Earnings and optg. exps. during const.						944					35
36	Injuries to persons during construction						1					36
37	Cost of road purchased.....					250,839	254,080		180,000			37
38	Total direct expenditures.....	93,208	753,337	589	641,271	574,485	2,826,356	10,149	300,472	32,473	869,993	38
39	Law expenditures.....		4,600				2,842		5,609		3,308	39
40	Stationery and printing.....											40
41	Insurance.....						67					41
42	Taxes.....						80					42
43	Interest and commissions.....						186,870				18,841	43
44	Other expenditures.....						813			1,959	407	44
45	Total general expenditures.....		4,600				190,672		5,609	1,959	22,556	45
46	Total direct and general expdts. for rd.	93,208	757,937	589	641,271	574,485	3,017,027	10,149	294,863	34,432	892,548	46
			Total June 30, 1914		Total June 30, 1914		Total June 30, 1914		Total June 30, 1914		Total June 30, 1914 <sup>12</sup>	
47	<i>Expenditures for equipment:</i>											
48	Steam locomotives.....	113,417	897,494	13,370		291,849	725,209		69,364	16,840	449,605	47
49	Electric locomotives.....											48
50	Passenger-train cars.....	109,150	512,970	3,870		6,525	22,411		7,500		1,935	49
51	Freight-train cars.....	34,038	847,958	514,375		603,377	2,390,778		556,782	31,548	1,008,684	50
52	Work equipment.....	4,174	681,358	21,220		9,745	42,557			1,993	19,723	51
	Floating equipment.....											52
53	Total expenditures for equipment.....	184,355	2,939,779	518,350	12,190	911,496	3,180,955		633,646	16,701	1,476,077	53
54	Expenditures for roads since June 30, '07		757,937		641,271		3,017,027		294,863		892,548	54
55	Expenditures for rd. prior to July 1, '07		18,203,229		12,33,505,219		4,451,984		23,741,172		13,382,147	55
56	Total expdts. for road to June 30, '14		18,961,166		12,34,146,490		7,469,011		23,446,308		13,1,274,696	56
57	Total expdts. for eqpt. to June 30, '14		2,939,779		12,1,648,191		3,180,955		633,646		13,1,476,077	57
58	Total ex. for rd. and eq. to June 30, '14		21,900,944		35,794,681		10,649,966		24,079,954		13,2,750,773	58
	<i>Statistics:</i>											
59	Miles of road owned June 30, 1914.....		397.11		125.37		185.43		159.97		159.97	59
60	Av. cost rd. and eq. per m. own'd June 30, '14		\$55,151		\$285,512		\$57,434		\$150,528		\$17,195	60
61	Av. cost rd. per m. own'd June 30, '14		\$47,748				\$40,279		\$146,567		\$7,968	61
62	Av. cost eq. per m. own'd June 30, '14		\$7,403				\$17,154		\$3,961		\$9,227	62
63	Miles of road operated June 30, 1914		468.11		140.14		293.58		294.06		294.06	63
64	Av. cost eq. per m. optd. June 30, 1914		\$6,280				\$10,835		\$2,155		\$5,020	64

<sup>12</sup> Expenditures for equipment prior to July 1, 1907, are included in expenditures for road.<sup>13</sup> Includes expenditures since August 1, 1905, date of receivership.



TABLE 104: GROSS INVESTMENT IN ROAD AND EQUIPMENT, OPERATING

The expenditures for road and equipment since June 30, 1907, are shown according to the officially prescribed classification. Since the classification embodies June 30, 1907, but wherever practicable they also include the equipment prior to July 1, 1907.

The figures given are for the corporation as a whole; they are not segregated according to state lines. Figures in *italics* denote *credits*.

The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic

Line No.	Name of account	Lehigh & Hudson River 20		Buffalo & Susquehanna Railroad (Rev'r's op.) <sup>14</sup> 21a		Buffalo & Susquehanna Railroad Corporation <sup>16</sup> 21b		Ulster & Delaware 22		Line No.
		During year	Since June 30, 1907	During year	Since June 30, 1907 <sup>15</sup>	During year	Since June 30, 1907	During year	Since June 30, 1907	
	<i>Direct and general expenditures for road:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Engineering.....	1,001	4,586		13			2	2	1
2	Right of way and station grounds.....	47	933	1,600	1,687			25,377	29,853	2
3	Real estate.....		55,217							3
4	Grading.....	5,406	249,956	139	295	1,464	1,464	2,896	22,996	4
5	Tunnels.....									5
6	Bridges, trestles, and culverts.....	17,475	123,402		749			1,109	15,679	6
7	Ties.....	2,060	13,621	239	741	1,143	1,143	2,255	12,697	7
8	Rails.....	12,379	345,097	1,757	19,775	3,499	3,499	3,546	37,669	8
9	Frogs and switches.....	851	4,099	242	1,334	31	31	2,460	5,186	9
10	Track fastenings and other materials.....	19,776	23,958	3,481	11,885	196	196	1,029	8,948	10
11	Ballast.....		1,695	2	202	27	27	1,325	1,972	11
12	Track laying and surfacing.....	5,731	10,306	149	289	650	650	2,379	8,066	12
13	Roadway tools.....			6,690	6,690				6,694	13
14	Fencing right of way.....		12,713							14
15	Crossings and signs.....							47	138	15
16	Interlocking and other signal apparatus.....	208,143	217,031					6,066	15,010	16
17	Telegraph and telephone lines.....	4,725	20,738							17
18	Station buildings and fixtures.....	911	15,420		4,748			13,064	40,438	18
19	General office buildings and fixtures.....									19
20	Shops, engine houses, and turntables.....	31,184	239,700	243	2,329	1,804	1,804		4,087	20
21	Shop machinery and tools.....	2,594	2,594	530	17,910	1,471	1,471		3,938	21
22	Water stations.....	3,931	3,732		564				64	22
23	Fuel stations.....	7,182	7,182	22	6,968	8,929	8,929		2,183	23
24	Grain elevators.....									24
25	Storage warehouses.....									25
26	Dock and wharf property.....							500	500	26
27	Electric light plants.....									27
28	Electric power plants.....									28
29	Electric power transmission.....									29
30	Gas producing plants.....									30
31	Miscellaneous structures.....		42,117	615	112	650	650		5,696	31
32	Transportation of men and materials.....									32
33	Rent of equipment.....									33
34	Repairs of equipment.....									34
35	Earnings and operating expenses during construction.....									35
36	Injuries to persons during construction.....									36
37	Cost of road purchased.....					7,586,747	7,586,747			37
38	Total direct expenditures.....	321,480	1,394,098	13,026	50,878	7,605,258	7,605,258	62,056	221,814	38
39	Law expenditures.....									39
40	Stationery and printing.....									40
41	Insurance.....									41
42	Taxes.....									42
43	Interest and commissions.....									43
44	Other expenditures.....									44
45	Total general expenditures.....					261	261			45
46	Total direct and general expenditures for road.....	321,480	1,394,098	13,026	50,878	7,605,518	7,605,518	62,056	221,814	46
			Total June 30, 1914		Total June 30, 1914 <sup>15</sup>		Total June 30, 1914		Total June 30, 1914	
	<i>Expenditures for equipment:</i>									
47	Steam locomotives.....		628,763	102	1,763	549,849	549,849	2,353	388,486	47
48	Electric locomotives.....									48
49	Passenger-train cars.....		44,076	70	2,058	78,013	78,013		272,676	49
50	Freight-train cars.....	5,027	752,851	1,199	37,933	2,193,351	2,193,351		139,467	50
51	Work equipment.....		6,300	2	6,486	23,595	23,595		20,121	51
52	Floating equipment.....									52
53	Total expenditures for equipment.....	5,027	1,431,990	1,164	31,742	2,844,807	2,844,807	2,353	820,750	53
54	Expenditures for road since June 30, 1907.....		1,394,098		50,878		7,605,518		221,814	54
55	Expenditures for road prior to July 1, 1907.....		3,216,861						4,656,430	55
56	Total expenditures for road to June 30, 1914.....		4,610,959		50,878		7,605,518		4,878,244	56
57	Total expenditures for equipment to June 30, 1914.....		1,431,990		31,742		2,844,807		820,750	57
58	Total exp. for road and eqpt. to June 30, 1914.....		6,042,949		19,137		10,450,325		5,698,994	58
	<i>Statistics:</i>									
59	Miles of road owned June 30, 1914.....		74.60		230.01		217.28		128.88	59
60	Av. cost rd. and eqpt. per mile owned June 30, 1914.....		\$81,005		\$83		\$48,096		\$44,219	60
61	Av. cost rd. per mile owned June 30, 1914.....		\$61,809		\$2,211		\$35,003		\$37,851	61
62	Av. cost eqpt. per mile owned June 30, 1914.....		\$19,196		\$133		\$13,093		\$6,365	62
63	Miles of road operated June 30, 1914.....		96.60		252.56		252.56		128.88	63
64	Av. cost eqpt. per mile optd. June 30, 1914.....		\$14,824		\$126		\$11,264		\$63,683	64

<sup>14</sup> Report covers period July 1, 1913, to December 31, 1913; see statement Organization, etc.

<sup>15</sup> Includes expenditures only since July 24, 1910, date of receivership.

<sup>16</sup> Report covers period January 1, 1914, to June 30, 1914; see statement Organization, etc.

## STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

the then commonly used classification of expenditures for equipment, the totals for the various classes of equipment are not restricted to the investment since

order and their ranking on the basis of railroad operating revenues see page 27.

Line No.	Name of account	New Jersey & New York 23		South Buffalo 24		Buffalo & Susquehanna Railway (Corp. trans.) 25a		Buffalo & Susquehanna Railway (Rev. s op.) 25b		Dunkirk, Allegheny Valley & Pittsburgh 27		Line No.
		During year	Since June 30, 1907	During year	Since June 30, 1907	During year	Since June 30, 1907	During year	Since June 30, 1907 <sup>18</sup>	During year	Since June 30, 1907	
	<i>Direct and general expenditures for road:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Direct expenditures.....	77,833	206,504	2,156	86,448	2,171	306,681	13	32,580	10,312	34,679	1
2	General expenditures.....						39,460		18			2
3	Total direct and general expenditures for rd.	77,833	206,504	2,156	86,448	2,171	346,141	13	32,598	10,312	34,679	3
			Total June 30, 1914		Total June 30, 1914		Total June 30, 1914		Total June 30, 1914 <sup>18</sup>		Total June 30, 1914	
	<i>Expenditures for equipment:</i>											
4	Steam locomotives.....		71,568		299,307	315,707	184,184	1,047	662		5,945	4
5	Electric locomotives.....											5
6	Passenger-train cars.....		110,665		3,800	879	70,426	857	840			6
7	Freight-train cars.....	<sup>17</sup> 176	30,494	10,284	442,315	2,094,254	820,278	2,007	9,102		11,625	7
8	Work equipment.....	<sup>17</sup> 176	14,907		6,373		41,269	115	2,409		750	8
9	Floating equipment.....										617	9
10	Total expenditures for equipment.....		227,634	10,284	751,795	2,410,839	1,116,158	218	11,689		<sup>19</sup> 18,937	10
11	Expenditures for road since June 30, 1907.....		206,504		86,448		346,141		<sup>18</sup> 32,598		34,679	11
12	Expenditures for road prior to July 1, 1907.....		2,875,434		826,509		6,323,487				<sup>20</sup> 4,200,000	12
13	Total expenditures for road to June 30, 1914.....		3,081,939		912,957		5,977,346		32,598		<sup>20</sup> 4,234,679	13
14	Total expenditures for eqpt. to June 30, 1914.....		227,634		751,795		1,116,158		11,689		<sup>19</sup> 18,937	14
15	Total exp. for road and eqpt. to June 30, '14.....		3,309,572		1,664,752		7,093,504		20,909		4,215,743	15
	<i>Statistics:</i>											
16	Miles of road owned June 30, 1914.....		34.50		7.97		85.62		85.62		90.51	16
17	Av. ct. rd. & eqpt. per m. owned June 30, '14.....		\$95,930		\$208,877		\$82,849		\$244		\$46,578	17
18	Av. cost rd. per mile owned June 30, 1914.....		\$89,332		\$114,549		\$69,812		\$381		<sup>20</sup> .....	18
19	Av. cost eqpt. per mile owned June 30, 1914.....		\$6,598		\$94,328		\$13,036		<sup>20</sup> .....		<sup>20</sup> .....	19
20	Miles of road operated June 30, 1914.....		47.76		36.01		91.09		91.09		90.51	20
21	Av. cost eqpt. per mile optd. June 30, 1914.....		\$4,766		\$20,877		\$12,253		\$128		<sup>20</sup> .....	21

Line No.	Name of account	Fonda, Johnstown & Gloversville 21 28		Terminal Railway of Buffalo 29		Genesee & Wyoming 30		Lake Champlain & Moriah 31		Connecting Terminal 32		Line No.
		During year	Since June 30, 1907	During year	Since June 30, 1907	During year	Since June 30, 1907	During year	Since June 30, 1907	During year	Since June 30, 1907	
	<i>Direct and general expenditures for road:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Direct expenditures.....	57,395	391,745	647,488	2,544,149	2,104	5,287	5,451	80,376	<sup>24</sup> 211,962	212,017	1
2	General expenditures.....		4,378	9,080	68,789				871			2
3	Total direct and general expds. for road.....	57,395	396,123	656,568	2,612,938	2,104	5,287	5,451	81,237	<sup>24</sup> 211,962	212,017	3
			Total June 30, 1914		Total June 30, 1914		Total June 30, 1914		Total June 30, 1914		Total June 30, 1914	
	<i>Expenditures for equipment:</i>											
4	Steam locomotives.....		1,207				19,564		54,672			4
5	Electric locomotives.....		7,654									5
6	Passenger-train cars.....	273	298,090				2,600		2,928			6
7	Freight-train cars.....		10,876					3,900	78,783			7
8	Work equipment.....		2,084						1,733			8
9	Floating equipment.....											9
10	Total expenditures for equipment.....	273	319,911				22,164	3,900	138,115			10
11	Expenditures for road since June 30, 1907.....		396,123		2,612,938		5,287		81,237		212,017	11
12	Expenditures for road prior to July 1, 1907.....		<sup>22</sup> 9,065,619		2,518,256		1,013,172		186,400		731,230	12
13	Total expenditures for road to June 30, 1914.....		<sup>22</sup> 9,461,742		5,131,194		1,018,459		267,637		519,213	13
14	Total expenditures for eqpt. to June 30, '14.....		<sup>22</sup> 319,911				22,164		138,115			14
15	Total exp. for road and eqpt. to June 30, '14.....		9,781,654		5,131,194		1,040,623		405,753		519,213	15
	<i>Statistics:</i>											
16	Miles of road owned June 30, 1914.....		<sup>22</sup> 76.70		11.02		16.16		7.00		1.00	16
17	Av. ct. rd. & eqpt. per m. owned June 30, '14.....		\$127,531		\$465,626		\$64,395		\$57,965		\$519,213	17
18	Av. cost road per mile owned June 30, 1914.....		<sup>22</sup> .....		\$465,626		\$63,023		\$38,234		\$519,213	18
19	Av. cost eqpt. per mile owned June 30, 1914.....		<sup>22</sup> .....				\$1,372		\$19,731			19
20	Miles of road operated June 30, 1914.....		<sup>22</sup> 88.92		11.02		19.36		7.00		1.00	20
21	Av. cost eqpt. per mile optd. June 30, 1914.....		<sup>22</sup> .....				\$1,145		\$19,731			21

<sup>17</sup> Adjustment of previous error.

<sup>18</sup> Includes expenditures only since June 30, 1910, receiver having taken possession of property May 3, 1910.

<sup>19</sup> Includes expenditures only since June 30, 1907; expenditures prior to that date are included in cost of road.

<sup>20</sup> Expenditures on road and equipment prior to June 30, 1907, have not been recorded on the books of the operating company, and the total to that is taken from the corporation report (see Table 104 L) merely for the sake of convenience.

<sup>21</sup> Figures given cover investment in electric as well as steam road and equipment.

<sup>22</sup> Cost of equipment acquired with road of consolidated companies is included with cost of road.

<sup>23</sup> Includes both steam and electric railroad mileage.

<sup>24</sup> Represents the value of grain elevator destroyed by fire.



TABLE 104: GROSS INVESTMENT IN ROAD AND EQUIPMENT, OPERATING

The expenditures for road and equipment since June 30, 1907, are shown according to the officially prescribed classification. Since the classification embodies June 30, 1907, but wherever practicable they also include the equipment prior to July 1, 1907.

The figures given are for the corporation as a whole; they are not segregated according to state lines. Figures in *italics* denote *credits*.

The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic

Line No.	Delaware & Northern 33		Greenwich & Johnsonville 34		New York & Pennsylvania 35		New York, Auburn & Lansing 36a		Central New York Southern Railroad Corporation 36b		Norwood & St. Lawrence 37		Line No.
	During year	Since June 30, 1907	During year	Since June 30, 1907	During year	Since June 30, 1907	During year	Since June 30, 1907	During year	Since June 30, 1907	During year	Since June 30, 1907	
1	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	1
2	6,253	1,233,903	<sup>25</sup> 79,864	155,613	.....	20,361	139,697	875,689	875,689	3,261	287,618	4,087	2
3	6,253	1,233,903	<sup>25</sup> 32,797	1,050	.....	20,361	139,697	51,305	51,305	1,713	4,087	.....	3
4	.....	Total June 30, 1914	.....	Total June 30, 1914	.....	Total June 30, 1914	Total June 30, 1914	.....	Total June 30, 1914	.....	Total June 30, 1914	Total June 30, 1914	4
5	.....	16,998	.....	.....	.....	44	6,148	61,513	61,513	.....	22,914	.....	5
6	.....	4,600	.....	.....	.....	51	5,066	5,844	5,844	.....	.....	.....	6
7	1,587	22,774	.....	.....	.....	1,656	8,487	15,440	15,440	.....	12,223	.....	7
8	780	1,450	.....	.....	.....	130	1,937	9,839	9,839	.....	8,135	.....	8
9	.....	.....	.....	.....	.....	.....	33	3,338	3,338	.....	1,724	14,144	9
10	2,367	45,822	.....	<sup>26</sup> 36,122	.....	1,621	21,671	95,974	95,974	2,724	66,016	.....	10
11	.....	1,233,903	.....	156,663	.....	.....	<sup>28</sup> 139,697	.....	926,994	.....	291,705	.....	11
12	.....	.....	.....	595,381	.....	.....	.....	.....	926,994	.....	253,009	.....	12
13	.....	1,233,903	.....	752,045	.....	.....	139,697	.....	926,994	.....	544,714	.....	13
14	.....	45,822	.....	36,122	.....	.....	21,671	.....	95,974	.....	66,016	.....	14
15	.....	1,279,726	.....	788,166	1,070,000	.....	161,368	.....	1,022,968	.....	610,730	.....	15
16	.....	45.89	.....	21.15	56.13	.....	<sup>28</sup> 35.79	.....	<sup>28</sup> 35.79	.....	18.02	.....	16
17	.....	\$27,887	.....	\$37,266	\$19,063	.....	\$4,509	.....	\$28,583	.....	\$33,892	.....	17
18	.....	\$26,888	.....	\$35,558	.....	.....	\$3,903	.....	\$25,901	.....	\$30,228	.....	18
19	.....	\$999	.....	\$1,708	.....	.....	\$606	.....	\$2,682	.....	\$3,663	.....	19
20	.....	45.89	.....	21.15	56.13	.....	<sup>28</sup> 37.67	.....	<sup>28</sup> 37.67	.....	18.02	.....	20
21	.....	\$999	.....	\$1,708	.....	.....	\$575	.....	\$2,548	.....	\$3,663	.....	21

Line No.	Niagara Junction 38		Middletown & Unionville 39		Unadilla Valley 40		United States & Canada 41		Skaneateles 42		Cooperstown & Charlotte Valley 43		Catskill Mountain 44		Line No.
	During year	Since June 30, 1907	During year	Since June 30, 1907	During year	Since June 30, 1907	During year	Since June 30, 1907	During year	Since June 30, 1907	During year	Since June 30, 1907	During year	Since June 30, 1907	
1	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	1
2	106,515	120,664	581,205	581,205	4,735	31,328	.....	1,784	1,784	500	4,998	601	4,325	.....	2
3	106,515	120,664	581,205	581,205	4,735	31,347	.....	1,784	1,784	500	4,998	601	4,325	.....	3
4	.....	Total June 30, 1914	.....	Total June 30, 1914	.....	Total June 30, 1914	Total June 30, 1914	.....	Total June 30, 1914	.....	Total June 30, 1914	.....	Total June 30, 1914	Total June 30, 1914	4
5	15,549	30,291	5,868	5,868	.....	.....	.....	23,161	.....	.....	.....	.....	15,262	.....	5
6	30,291	30,291	7,172	7,172	.....	.....	.....	9,344	.....	.....	.....	.....	9,266	.....	6
7	.....	.....	3,135	3,135	473	473	.....	800	.....	.....	.....	.....	4,176	.....	7
8	200	1,350	.....	.....	148	12,008	.....	.....	.....	.....	.....	.....	.....	.....	8
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	14,942	31,641	16,175	16,175	621	<sup>12</sup> 12,480	.....	33,305	.....	.....	.....	.....	<sup>30</sup> 28,703	.....	10
11	.....	120,664	.....	581,205	.....	31,347	669,950	1,784	.....	4,998	.....	.....	4,325	.....	11
12	.....	437,166	.....	.....	.....	12 405,064	.....	166,994	.....	70,145	.....	.....	<sup>30</sup> 437,200	.....	12
13	.....	557,830	.....	581,205	.....	<sup>12</sup> 436,411	669,950	168,778	.....	75,143	.....	.....	<sup>30</sup> 441,525	.....	13
14	.....	31,641	.....	16,175	.....	<sup>12</sup> 12,480	.....	33,305	.....	.....	.....	.....	<sup>30</sup> 28,703	.....	14
15	.....	589,471	.....	597,380	.....	448,891	669,950	202,083	.....	75,143	.....	.....	470,229	.....	15
16	.....	4.86	.....	14.30	.....	19.14	22.18	5.00	.....	3.96	.....	.....	15.75	.....	16
17	.....	\$121,290	.....	\$41,775	.....	\$23,453	\$30,205	\$40,417	.....	\$18,976	.....	.....	\$29,856	.....	17
18	.....	\$114,780	.....	\$40,644	.....	.....	\$30,205	\$33,756	.....	\$18,976	.....	.....	<sup>30</sup> \$28,033	.....	18
19	.....	\$6,510	.....	\$1,131	.....	.....	.....	\$6,661	.....	.....	.....	.....	<sup>30</sup> \$1,822	.....	19
20	.....	3.18	.....	14.30	.....	19.14	22.18	5.00	.....	15.78	.....	.....	19.52	.....	20
21	.....	\$9,918	.....	\$1,131	.....	.....	.....	\$6,661	.....	.....	.....	.....	<sup>30</sup> \$1,470	.....	21

<sup>2</sup> Of this amount, details were given for expenditures since June 30, 1907, only.

<sup>12</sup> Expenditures for equipment prior to July 1, 1907, are included in expenditures for road.

<sup>28</sup> Includes both steam and electric railroad mileage.

<sup>29</sup> Includes adjustments due to the distribution among the fixed capital accounts of the credit of \$389,880, representing the sale of the Salem Branch in 1911.

<sup>30</sup> Includes expenditures only since January 6, 1912, date of receivership.

<sup>27</sup> Report covers period July 1, 1913, to March 31, 1914; see statement Organization, etc.

<sup>28</sup> Report covers period April 1, 1914, to June 30, 1914; see statement Organization, etc.

<sup>29</sup> Report covers period December 1, 1913, to June 30, 1914; see statement Organization, etc.

<sup>30</sup> "Expenditures for road prior to July 1, 1907," includes an item of \$380,581, "Cost of road purchased," which probably covers equipment as well.

## STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

the then commonly used classification of expenditures for equipment, the totals for the various classes of equipment are not restricted to the investment since order and their ranking on the basis of railroad operating revenues see page 27.

Line No.	Name of account	Lowville & Beaver River 45		Buffalo, Attica & Arcade 46		Dansville & Mount Morris 47		Bath & Hammondsport 48		Owasco River 49		Line No.
		During year	Since June 30, 1907	During year	Since June 30, 1907	During year	Since June 30, 1907	During year	Since June 30, 1907	During year	Since June 30, 1907	
	<i>Direct and general expenditures for road:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Direct expenditures.....	1,239	38,758	2,849	21,189	667	929	127	9,476	912	10,094	1
2	General expenditures.....		708	10	10							2
3	Total direct and general expenditures for road.....	1,239	39,466	2,859	21,199	667	929	127	9,476	912	10,094	3
			Total June 30, 1914		Total June 30, 1914		Total June 30, 1914		Total June 30, 1914		Total June 30, 1914	
	<i>Expenditures for equipment:</i>											
4	Steam locomotives.....		21,164	<sup>17</sup> 7,499	12,565				9,275		16,315	4
5	Electric locomotives.....											5
6	Passenger-train cars.....		3,300	<sup>17</sup> 3,858	4,287			127	15,198			6
7	Freight-train cars.....		1,450	<sup>17</sup> 650	150				2,693	417	24,418	7
8	Work equipment.....		2,414	<sup>17</sup> 590	1,700				90			8
9	Floating equipment.....											9
10	Total expenditures for equipment.....		28,328	3,491	18,682		<sup>12</sup> 4,039	127	27,256	417	40,733	10
11	Expenditures for road since June 30, 1907.....		39,466		21,199		929		9,476		10,094	11
12	Expenditures for road prior to July 1, 1907.....		186,171		503,743		<sup>12</sup> 228,116		378,808		54,393	12
13	Total expenditures for road to June 30, 1914.....		225,636		524,942		<sup>12</sup> 229,045		388,284		64,486	13
14	Total expenditures for eqpt. to June 30, 1914.....		28,328		18,682		<sup>12</sup> 4,039		27,256		40,733	14
15	Total exp. for road and eqpt. to June 30, 1914.....		253,964		543,624		233,084		415,541		105,219	15
	<i>Statistics:</i>											
16	Miles of road owned June 30, 1914.....		10.44		26.29		12.53		10.00		.37	16
17	Av. cost rd. and eqpt. per mile owned June 30, 1914.....		\$24,325		\$20,678		\$18,600		\$41,554		\$284,377	17
18	Av. cost road per mile owned June 30, 1914.....		\$21,613		\$19,967		<sup>12</sup>		\$38,828		\$174,288	18
19	Av. cost eqpt. per mile owned June 30, 1914.....		\$2,713		\$711		<sup>12</sup>		\$2,726		\$110,089	19
20	Miles of road operated June 30, 1914.....		10.44		27.88		14.88		10.00		2.11	20
21	Av. cost eqpt. per mile optd. June 30, 1914.....		\$2,713		\$370		<sup>12</sup>		\$2,726		\$19,305	21

Line No.	Name of account	Raquette Lake 50		Sterling Mountain 51	Schoharie Valley 52		Marcellus & Otisco Lake 53		Adirondack & St. Lawrence 54		Line No.
		During year	Since June 30, 1907	Since June 30, 1907	During year	Since June 30, 1907	During year	Since June 30, 1907	During year	Since June 30, 1907	
	<i>Direct and general expenditures for road:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Direct expenditures.....	3,525	16,908		6,483	12,975	66	16,438	377	10,334	1
2	General expenditures.....										2
3	Total direct and general expenditures for road.....	3,525	16,908		6,483	12,975	66	16,438	377	10,334	3
			Total June 30, 1914	Total June 30, 1914		Total June 30, 1914		Total June 30, 1914		Total June 30, 1914	
	<i>Expenditures for equipment:</i>										
4	Steam locomotives.....	2,745	4,580	<sup>21</sup> 60,505		6,082	<sup>125</sup>			22,727	4
5	Electric locomotives.....										5
6	Passenger-train cars.....					4,000				5,575	6
7	Freight-train cars.....			<sup>21</sup> 142,256						350	7
8	Work equipment.....									4,162	8
9	Floating equipment.....										9
10	Total expenditures for equipment.....	2,745	4,580	<sup>21</sup> 202,761		10,082	<sup>125</sup>	226,777		32,815	10
11	Expenditures for road since June 30, 1907.....		16,908	311,123		12,975		16,438		10,334	11
12	Expenditures for road prior to July 1, 1907.....		477,700			122,918		379,434		188,264	12
13	Total expenditures for road to June 30, 1914.....		494,608	311,123		135,894		395,872		198,598	13
14	Total expenditures for eqpt. to June 30, 1914.....		4,580	<sup>21</sup> 202,761		10,082		26,777		32,815	14
15	Total exp. for road and eqpt. to June 30, 1914.....		499,188	513,884		145,975		422,649		231,413	15
	<i>Statistics:</i>										
16	Miles of road owned June 30, 1914.....		18.13	7.60		4.38		9.05		3.61	16
17	Av. cost rd. and eqpt. per mile owned June 30, 1914.....		\$27,533	\$67,616		\$33,328		\$46,702		\$64,103	17
18	Av. cost road per mile owned June 30, 1914.....		\$27,281	\$40,937		\$31,026		\$43,743		\$55,013	18
19	Av. cost eqpt. per mile owned June 30, 1914.....		\$253	\$26,679		\$2,302		\$2,959		\$9,090	19
20	Miles of road operated June 30, 1914.....		24.27	7.60		4.38		9.05		3.61	20
21	Av. cost eqpt. per mile optd. June 30, 1914.....		\$188	\$26,679		\$2,302		\$2,959		\$9,090	21

<sup>21</sup> Of this amount, details were given for expenditures since June 30, 1907, only.  
<sup>125</sup> Expenditures for equipment prior to July 1, 1907, are included in expenditures for road.

<sup>17</sup> Adjustment of previous error.

<sup>21</sup> For the most part represents equipment which has been retired from service; a letter of respondent dated April 21, 1910, stated "This amount is being carried until there is no possibility of certain matured bonds being presented for payment".



TABLE 104: GROSS INVESTMENT IN ROAD AND EQUIPMENT, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (*concluded*)

The expenditures for road and equipment since June 30, 1907, are shown according to the officially prescribed classification. Since the classification embodies the then commonly used classification of expenditures for equipment, the totals for the various classes of equipment are not restricted to the investment since June 30, 1907, but wherever practicable they also include the equipment prior to July 1, 1907.

The figures given are for the corporation as a whole; they are not segregated according to state lines. Figures in *italics* denote *credits*.

The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 27.

Line No.	Name of account	Carthage & Copenhagen 55		Newark & Marion (Corp.) 56a	Newark & Marion (Receiver-ship) 56b	Kanona & Prattsburgh 57		Champlain & St. Lawrence 58		Glenfield & Western 59		Line No.
		During year	Since June 30, 1907	Since June 30, 1907	Since June 30, 1907	During year	Since June 30, 1907	During year	Since June 30, 1907	During year	Since June 30, 1907	
	<i>Direct and general expenditures for road:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Direct expenditures.....	599	15,429	.....	.....	.....	.....	636	636	912	41,559	1
2	General expenditures.....	.....	8,086	.....	.....	.....	.....	.....	.....	.....	.....	2
3	Total direct and general expenditures for road.....	599	23,515	.....	.....	.....	.....	636	636	912	41,559	3
			Total June 30, 1914	Total June 30, 1914	Total June 30, 1914		Total June 30, 1914		Total June 30, 1914		Total June 30, 1914	
	<i>Expenditures for equipment:</i>											
4	Steam locomotives.....	.....	14,118	.....	.....	.....	1,000	.....	.....	.....	25,253	4
5	Electric locomotives.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
6	Passenger-train cars.....	.....	.....	.....	.....	9,000	6,000	.....	.....	.....	1,675	6
7	Freight-train cars.....	.....	200	.....	.....	.....	.....	.....	.....	.....	3,069	7
8	Work equipment.....	.....	412	.....	.....	.....	219	.....	.....	.....	779	8
9	Floating equipment.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	Total expenditures for equipment.....	.....	14,729	.....	.....	9,000	7,219	.....	.....	.....	30,776	10
11	Expenditures for road since June 30, 1907.....	.....	23,515	.....	.....	.....	.....	.....	636	.....	41,559	11
12	Expenditures for road prior to July 1, 1907.....	.....	109,694	.....	.....	.....	181,704	.....	50,000	.....	221,498	12
13	Total expenditures for road to June 30, 1914.....	.....	133,209	.....	.....	.....	181,704	.....	50,636	.....	263,057	13
14	Total expenditures for eqpt. to June 30, 1914.....	.....	14,729	.....	.....	.....	7,219	.....	.....	.....	30,776	14
15	Total exp. for road and eqpt. to June 30, 1914.....	.....	147,938	355,543	.....	.....	188,923	.....	50,636	.....	293,833	15
	<i>Statistics:</i>											
16	Miles of road owned June 30, 1914.....	.....	8.66	8.19	8.19	.....	11.44	.....	1.21	.....	19.45	16
17	Av. cost rd. and eqpt. per mile owned June 30, '14.....	.....	\$17,083	\$43,411	.....	.....	\$16,514	.....	\$41,848	.....	\$15,107	17
18	Av. cost road per mile owned June 30, 1914.....	.....	\$15,382	.....	.....	.....	\$15,882	.....	\$41,845	.....	\$13,525	18
19	Av. cost eqpt. per mile owned June 30, 1914.....	.....	\$1,700	.....	.....	.....	\$631	.....	.....	.....	\$1,582	19
20	Miles of road operated June 30, 1914.....	.....	8.66	9.19	9.19	.....	11.44	.....	1.21	.....	19.45	20
21	Av. cost eqpt. per mile optd. June 30, 1914.....	.....	\$1,700	.....	.....	.....	\$631	.....	.....	.....	\$1,582	21

Line No.	Name of account	Middleburgh & Schoharie 60		Keeseville, Ausable Chasm & Lake Champlain 61		Otis 62	Fulton Chain 63		Dexter & Northern 64	Catskill & Tannersville 65	Cranberry Lake 66	Line No.
		Since June 30, 1907	During year	Since June 30, 1907	Since June 30, 1907	Since June 30, 1907	During year	Since June 30, 1907	Since June 30, 1907	Since June 30, 1907	Since June 30, 1907	
	<i>Direct and general expenditures for road:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Direct expenditures.....	.....	.....	.....	1,120	2,000	2,970	22,925	4,419	8,765	.....	1
2	General expenditures.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
3	Total direct and general expenditures for road.....	.....	.....	.....	1,120	2,000	2,970	22,925	4,419	8,765	.....	3
		Total June 30, 1914		Total June 30, 1914	Total June 30, 1914		Total June 30, 1914	Total June 30, 1914	Total June 30, 1914	Total June 30, 1914	Total June 30, 1914	
	<i>Expenditures for equipment:</i>											
4	Steam locomotives.....	.....	10,495	10,495	.....	.....	.....	.....	14,476	9,000	.....	4
5	Electric locomotives.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
6	Passenger-train cars.....	.....	.....	.....	97	.....	.....	1,341	1,562	5,100	.....	6
7	Freight-train cars.....	.....	.....	.....	97	.....	.....	3,548	373	.....	.....	7
8	Work equipment.....	.....	6	36	.....	.....	.....	.....	.....	.....	.....	8
9	Floating equipment.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	Total expenditures for equipment.....	.....	10,490	19,879	193	.....	12,.....	4,888	16,411	14,100	.....	10
11	Expenditures for road since June 30, 1907.....	.....	.....	.....	1,120	.....	2,970	22,925	4,419	8,765	.....	11
12	Expenditures for road prior to July 1, 1907.....	.....	.....	89,700	180,860	.....	12 60,079	.....	117,972	60,062	.....	12
13	Total expenditures for road to June 30, 1914.....	.....	.....	89,700	181,980	.....	12 63,048	22,925	122,392	68,827	.....	13
14	Total expenditures for eqpt. to June 30, 1914.....	.....	.....	19,879	193	.....	12 63,048	4,888	16,411	14,100	.....	14
15	Total exp. for road and eqpt. to June 30, 1914.....	105,500	.....	109,579	182,173	.....	63,048	27,814	138,803	82,927	.....	15
	<i>Statistics:</i>											
16	Miles of road owned June 30, 1914.....	5.33	.....	5.64	1.08	.....	2.21	2.00	5.25	6.00	.....	16
17	Av. cost rd. and eqpt. per mile owned June 30, 1914.....	\$19,794	.....	\$19,429	\$168,679	.....	\$28,529	\$13,907	\$26,439	\$13,821	.....	17
18	Av. cost road per mile owned June 30, 1914.....	.....	.....	\$15,904	\$168,500	.....	12 11,463	\$23,313	\$23,313	\$11,471	.....	18
19	Av. cost eqpt. per mile owned June 30, 1914.....	.....	.....	\$3,525	\$179	.....	12 2,444	\$2,444	\$3,126	\$2,350	.....	19
20	Miles of road operated June 30, 1914.....	5.33	.....	5.64	1.08	.....	2.21	2.00	5.25	6.00	.....	20
21	Av. cost eqpt. per mile optd. June 30, 1914.....	.....	.....	\$3,525	\$179	.....	12 2,444	\$2,444	\$3,126	\$2,350	.....	21

<sup>12</sup> Expenditures for equipment prior to July 1, 1907, are included in expenditures for road.

<sup>22</sup> Report covers period April 22, 1914, to June 30, 1914; see statement Organization, etc.

<sup>23</sup> Includes \$9348 of which no distribution is given.

<sup>24</sup> The principal cost of property and locomotives used by this company is not included, since the title to it is in the Dexter Sulphite Pulp and Paper Company."

TABLE 105 a: PERMANENT DEBT, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914

## Part I: Permanent Debt Other Than Equipment Obligations.

The figures given are for the actually outstanding debt (*i. e.* securities not held by or for the issuing corporation) of the corporation as a whole. They are not segregated according to state lines nor with regard to railroad operations and other operations. Only those corporations are included which report permanent debt outstanding at some time during the year.

The amount shown under "Par value authorized" is the amount already legally issued in addition to the amount which the respondent claims may be issued without further approval by state or other public authority.

The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 27.

Corp'n No.	Name of corporation and securities outstanding	Dates		Interest provisions		Par value		Interest		
		Nominal issue	Maturity	Rate	Dates payable	Authorized	Actually outstanding June 30, 1914	Accrued during year	Paid during year	Matured and unpaid at close of year <sup>1</sup>
1	<b>Pennsylvania:</b>			%		Dollars	Dollars	Dollars	Dollars	Dollars
	<i>Mortgage bonds:</i>									
	Consolidated dollar reg. ....	1879	1919	5	M, J, S, D	100,000,000	3,498,000	174,900	174,463	413
	Consolidated dollar coup. ....	1879	1919	5	Mar & Sep		1,500,000	75,000	74,875	525
	Consolidated dollar coup. ....	1893	1943	4	May & Nov		2,573,000	102,775	102,082	4,360
	Consolidated sterling coup. and reg. ....	1895	1945	3.5	Jan & Jul		4,491,100	147,100	150,212	74,101
	Consolidated sterling coup. and reg. ....	1908	1948	4	May & Nov		19,400,000	776,000	774,642	7,760
	Consolidated dollar coup. and reg. ....	1908	1948	4	May & Nov		20,000,000	799,700	794,860	18,300
	Pennsylvania R.R. Co. real estate. ....	1893	1923	4	May & Nov	2,000,000	2,000,000	80,000	79,040	1,720
	Allegheny Valley Ry. Co. gen. coup. and reg. ....	1892	1942	4	Mar & Sep	20,000,000	20,000,000	741,482	714,449	3,960
	Union R.R. Co. gen. ....	1900	1930	3.5	Apr & Oct	725,000	564,000	19,740	19,740	
	Pittsburgh and Erie R.R. Co. gen. coup. ....	1869	1920	6	Jan & Jul	20,000,000	8,680,000	450,418	405,887	243,299
	Pittsburgh and Erie R.R. Co. gen. reg. ....	1869	1920	5	Apr & Oct		5,263,000	263,150	262,375	775
	Pittsburgh and Erie R.R. Co. gen. reg. ....	1869	1920	4	Apr & Oct		5,880,000	235,200	234,580	640
	Pittsburgh, Virginia and C. Ry. Co. 1st. ....	1904	1943	4	May & Nov	6,000,000	6,000,000	240,000	237,000	2,040
	South West Pennsylvania Ry. Co. 1st reg. ....	1877	1917	7	Feb & Aug	1,000,000	862,000	49,136	41,580	
	Sunbury and Lewiston Ry. Co. 1st reg. ....	1896	1936	4	Jan & Jul	600,000	500,000	20,000	20,000	10,000
	Sunbury, H. and Wilkes-Barre Ry. Co. 1st coup. ....	1878	1928	5	May & Nov	2,000,000	1,000,000	23,830	23,579	1,165
	West Chester R.R. Co. 1st reg. ....	1879	1919	5	Mar & Sep	75,000	75,000	3,750	3,750	
	Western Pennsylvania R.R. Co. con. ....	1888	1928	4	Jun & Dec	5,000,000	4,000,000	160,000	163,360	6,080
	Cambria and Clearfield Ry. Co. gen. ....	1905	1955	4	Feb & Aug	2,000,000	2,000,000	21,600	18,000	
	Cambria and Clearfield R.R. Co. 1st. ....	1891	1941	5	Jan & Jul	2,000,000	534,000	26,650	19,875	13,450
	Clearfield and Jefferson Ry. Co. 1st. ....	1886	1927	6	Jan & Jul	1,000,000	1,000,000	60,000	45,030	30,225
	Pennsylvania and N.W. R.R. Co. gen. ....	1890	1930	5	Jan & Jul	2,500,000	1,021,000	51,050	38,613	25,875
	Holidaysburg, Bedford and C. R.R. Co. 1st. ....	1912	1951	4	Jan & Jul	5,000,000	1,073,000	4,769		4,769
	<i>Collateral trust bonds:</i>									
	New York, P. and N. R.R. Co. stock tr. certfs. ....	1908	1948	4	Jun & Dec	7,500,000	7,478,000	298,676	299,120	
	Philadelphia, W. and B. R.R. Co. stock tr. certfs. ....	1881	1921	4	Jan & Jul	10,000,000	6,985,000	281,080	284,400	139,700
	<i>Debentures, plain bonds, and promissory notes:</i>									
	Convertible gold bonds. ....	1905	1915	3.5	Jun & Dec	100,000,000	86,827,000	3,038,945	2,979,926	296,657
	<i>Income bonds:</i>									
	Sunbury, H. and Wilkes-Barre Ry. Co. 2nd mtge. ....	1878	1938	6	May & Nov	1,350,000	1,349,500	80,970	79,284	3,591
	<i>Other funded debt:</i>									
	Equipment trust gold. ....	1889	1914	4	Mar & Sep	3,000,000	2,257,000	90,603	155,250	1,020
	Real estate mortgages and ground rents. ....					2,854,400	2,854,400	84,806	89,295	
	Totals. ....						219,665,000	8,401,329	8,286,267	890,425
2	<b>New York Central and Hudson River:</b>									
	<i>Mortgage bonds:</i>									
	New York Central and H. R. R.R. Co. gold. ....	1897	1997	3.5	Jan & Jul	100,000,000	94,000,000	3,290,000	3,290,000	1,645,000
	New York C. and H. R. R.R. Co. rfdg. and imp. ....	1914	2013	4.5	Apr & Oct	70,000,000	40,000,000	375,000		
	Spuytten Duyvil and P. M. R.R. Co. 1st. ....	1909	1959	3.5	Jun & Dec	2,500,000	2,500,000	87,500	87,500	
	Carthage and Adirondack Ry. Co. 1st. ....	1892	1942	4	Jun & Dec	1,100,000	1,100,000	44,000	44,000	
	Carthage, Watertown and S. H. R.R. Co. con. ....	1891	1931	5	Jan & Jul	300,000	300,000	15,000	15,000	7,500
	Gouverneur and Oswegatchie R.R. Co. 1st. ....	1892	1942	5	Jun & Dec	300,000	300,000	15,000	15,000	
	Little Falls and Dolgeville R.R. Co. 1st. ....	1902	1932	3	Jan & Jul	250,000	250,000	7,500	7,500	
	Mohawk and Malone Ry. Co. 1st. ....	1892	1942	4	Mar & Sep	2,500,000	2,500,000	100,000	100,000	
	Mohawk and Malone Ry. Co. con. ....	1902	2002	3.5	Mar & Sep	3,900,000	3,900,000	136,500	136,500	
	New York and Northern R.R. Co. 1st. ....	1887	1927	5	Apr & Oct	1,200,000	1,200,000	60,000	60,000	
	New York and Putnam R.R. Co. 1st. ....	1894	1993	4	Apr & Oct	3,987,000	3,987,000	159,480	159,480	
	Norwood and Montreal R.R. Co. 1st. ....	1886	1916	5	Apr & Oct	130,000	130,000	6,500	6,500	
	Oswego and Rome R.R. Co. 1st. ....	1865	1915	7	May & Nov	350,000	350,000	24,500	24,500	
	Oswego and Rome R.R. Co. 2nd. ....	1891	1915	5	Feb & Aug	399,000	397,000	19,858	19,900	
	Oswego Railroad Bridge Co. 1st. ....	1885	1915	6	Feb & Aug	100,000	100,000	6,000	6,000	
	Rome, Watertown and O. R.R. Co. 1st. ....	1874	1922	5	Apr & Oct	9,076,000	9,074,000	453,700	453,700	
	Rome, Watertown and O. R.R. Co. 1st. ....	1874	1922	4	Apr & Oct	419,000	419,000	16,760	16,760	
	Rome, Watertown and O. R.R. Co. 1st. ....	1874	1922	3.5	Apr & Oct	500,000	500,000	17,500	17,500	
	Rome, Watertown and O. T. R.R. Co. 1st. ....	1888	1918	5	May & Nov	375,000	375,000	18,750	18,750	
	Syracuse, Phoenix and O. Ry. Co. 1st. ....	1885	1915	6	Feb & Aug	175,000	175,000	10,500	10,500	
	Utica and Black River R.R. Co. 1st. ....	1890	1922	4	Jan & Jul	1,950,000	1,950,000	78,000	78,000	39,000
	<i>Collateral trust bonds:</i>									
	Lake Shore. ....	1898	1998	3.5	Feb & Aug	100,000,000	90,568,400	3,169,894	3,169,894	
	Michigan Central. ....	1898	1998	3.5	Feb & Aug	21,550,000	19,336,000	676,760	676,760	
	<i>Debentures, plain bonds, and promissory notes:</i>									
	Debentures of 1900. ....	1900	2000	3.5	Jan & Jul	5,500,000	5,500,000	192,500	192,500	96,250
	Gold debentures. ....	1904	1934	4	May & Nov	50,000,000	48,000,000	1,920,000	1,920,000	
	Gold debentures. ....	1912	1942	4	Jan & Jul	50,000,000	9,188,000	367,520	367,520	183,760
	Three-year gold notes. ....	1911	1914	4.5	Mar & Sep	30,000,000		900,000	1,350,000	
	Three-year gold notes. ....	1912	1915	4.5	May & Nov	30,000,000	20,000,000	900,000	900,000	
	N. Y., N. H. & H. R.R. Co. G. C. Term. imp. loan <sup>2</sup> ....	1911	1936	4.25	J, A, J	1,310,000	1,205,200	51,221	38,416	12,805
	<i>Other funded debt:</i>									
	Real estate mortgage, Webb property, N. Y. ....	1912	1923	3.5	M, J, S, D	1,000,000	1,000,000	35,000	35,000	
	Real estate mortgage, Roberts property, N. Y. ....	1913	1923	3.5	Apr & Oct	1,000,000	1,000,000	35,000	35,000	
	Real estate mortgage, Utica, N. Y. ....	1911	1914	6	May & Nov	2,500		150	150	
	Real estate mortgage, New York city. ....		1914	5	May & Nov	12,000		75	75	
	Totals. ....						359,304,600	13,190,168	13,252,405	1,984,315
3	<b>New York, New Haven and Hartford:</b>									
	<i>Mortgage bonds:</i>									
	Harlem River and P. C. R.R. Co. 1st. ....	1904	1954	4	May & Nov	15,000,000	15,000,000	600,000	600,220	9,160
	New York, Providence and B. R.R. Co. gen. ....	1892	1942	4	Apr & Oct	4,000,000	753,000	30,653	40,000	235
	Housatonic R.R. Co. con. ....	1887	1937	5	May & Nov	3,000,000	2,839,000	141,950	142,550	2,025
	Danbury and Norwalk R.R. Co. con. ....	1886	1920	6	Jan & Jul		100,000	6,000	5,940	3,060
	Danbury and Norwalk R.R. Co. con. ....	1890	1920	5	Jan & Jul	500,000	200,000	10,000	10,000	
	Danbury and Norwalk R.R. Co. con. ....	1892	1920	5	Jan & Jul		200,000	10,000	10,000	10,000

<sup>1</sup> This column shows matured interest unpaid as reported by the corporations. It is evident in some cases that interest due July 1st has been included under this head; in other cases that such interest has not been included; while in still other instances the report does not show whether interest due July 1st has or has not been included.

<sup>2</sup> Heretofore included with "Bills Payable".



TABLE 105 a: PERMANENT DEBT, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

## Part I: Permanent Debt Other Than Equipment Obligations (continued).

The figures given are for the actually outstanding debt (i. e. securities not held by or for the issuing corporation) of the corporation as a whole. They are not segregated according to state lines nor with regard to railroad operations and other operations. Only those corporations are included which report permanent debt outstanding at some time during the year.

The amount shown under "Par value authorized" is the amount already legally issued in addition to the amount which the respondent claims may be issued without further approval by state or other public authority.

The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 27.

Corp'n No.	Name of corporation and securities outstanding	Dates		Interest provisions		Par value		Interest		
		Nominal issue	Maturity	Rate	Dates payable	Authorized	Actually outstanding June 30, 1914	Accrued during year	Paid during year	Matured and unpaid at close of year 1
3	<b>New York, New Haven and Hartford (concluded):</b>			%		Dollars	Dollars	Dollars	Dollars	Dollars
	<i>Mortgage bonds (concluded):</i>									
	Danbury and Norwalk R.R. Co. gen. ....	1885	1925	5	Apr & Oct	150,000	150,000	7,500	7,300	713
	Danbury and Norwalk R.R. Co. 1st rfdg. ....	1905	1955	4	Jun & Dec	350,000	350,000	14,000	15,420	20
	New Haven and Derby R.R. Co. con. ....	1888	1918	5	May & Nov	800,000	575,000	28,750	28,800	400
	Providence and Springfield R.R. Co. 1st. ....	1892	1922	5	Jan & Jul	750,000	750,000	37,500	38,125	18,750
	Naugatuck R.R. Co. 1st. ....	1904	1954	4	May & Nov	2,500,000	2,500,000	100,000	99,580	1,020
	Boston and New York A. L. R.R. Co. 1st. ....	1905	1955	4	Feb & Aug	5,000,000	3,777,000	151,080	151,040	760
	Providence Terminal Co. 1st. ....	1906	1956	4	Mar & Sep	7,500,000	4,000,000	160,000	160,140	100
	Worcester and Connecticut E. Ry. Co. 1st. ....	1902	1943	4.5	Jan & Jul	3,100,000	1,992,000	85,185	85,253	42,165
	New Haven Street Ry. Co. 1st. ....	1893	1913	5	Mar & Sep	600,000	.....	5,000	15,363	125
	New Haven Street Ry. Co. con. ....	1894	1914	5	Jun & Dec	250,000	.....	11,458	13,875	875
	New Haven and Centerville St. Ry. Co. 1st. ....	1893	1933	5	Mar & Sep	625,000	283,000	14,150	14,125	225
	Meriden Horse R.R. Co. con. ....	1894	1924	5	Jan & Jul	500,000	415,000	20,750	20,800	10,450
	Norwich Street Ry. Co. 1st. ....	1893	1923	5	Apr & Oct	350,000	350,000	17,500	16,825	1,175
	Montville Street Ry. Co. 1st. ....	1900	1920	5	May & Nov	350,000	250,000	12,500	12,325	350
	New London Street Ry. Co. 1st. ....	1893	1923	5	Apr & Oct	150,000	150,000	7,500	7,375	300
	Middletown Horse R.R. Co. 1st. ....	1894	1914	5	Jun & Dec	150,000	150,000	7,500	7,109	529
	Portland Street Ry. Co. 1st. ....	1896	1916	5	May & Nov	75,000	30,000	1,500	1,475	25
	Hartford, Manchester and R. T. Co. 1st. ....	1894	1924	5	Apr & Oct	300,000	200,000	10,000	10,150	400
	Hartford Street Ry. Co. 1st. ....	1900	1930	4	Mar & Sep	3,000,000	2,500,000	100,000	103,380	260
	Greenwich Tramway Co. 1st. ....	1901	1931	5	Jan & Jul	400,000	320,000	16,000	15,925	8,125
	Brantford Electric Co. 1st. ....	1897	1937	5	Apr & Oct	100,000	63,000	3,150	3,200	13
	Torrington and Winchester S. Ry. Co. 1st. ....	1897	1917	5	Jun & Dec	150,000	150,000	7,500	7,525	300
	Meriden, Southington and C. T. Co. 1st. ....	1898	1928	5	Jan & Jul	200,000	175,000	8,750	8,775	4,450
	Pawtuxet Valley R.R. Co. 1st. ....	1900	1925	4	Apr & Oct	160,000	160,000	6,400	6,400	.....
	New England R.R. Co. con. ....	1895	1945	4	Jan & Jul	10,000,000	10,000,000	400,000	399,940	200,080
	New England R.R. Co. 1st. ....	1895	1945	5	Jan & Jul	7,500,000	7,500,000	375,000	375,125	187,600
	Stafford Springs Street Ry. Co. 1st. ....	1907	1956	5	Jan & Jul	500,000	400,000	20,000	20,000	10,000
	New Haven and N. Co. rfdg. con. gold. ....	1906	1956	4	Jun & Dec	10,000,000	2,400,000	96,000	98,120	160
	<i>Collateral trust bonds:</i>									
	Collateral gold notes. ....	1914	1915	5	May & Nov	20,000,000	19,927,000	137,634	531	.....
	<i>Debentures, plain bonds, and promissory notes:</i>									
	New York, N. H. & H. R.R. Co. con. deb. ....	1908	1948	6	Jan & Jul	39,029,600	38,428,200	2,335,732	2,018,975	14,537
	New York, N. H. & H. R.R. Co. con. deb. ....	1906	1956	3.5	Jan & Jul	30,000,000	8,913,350	336,820	336,339	175,396
	New York, N. H. & H. R.R. Co. non-con. deb. ....	1904	1914	4	Feb & Aug	5,000,000	.....	116,657	200,050	.....
	New York, N. H. & H. R.R. Co. non-con. deb. ....	1897	1947	4	Mar & Sep	5,000,000	5,000,000	200,000	201,920	620
	New York, N. H. & H. R.R. Co. non-con. deb. ....	1901	1947	3.5	Mar & Sep	5,000,000	4,991,000	174,927	174,825	1,067
	New York, N. H. & H. R.R. Co. non-con. deb. ....	1904	1954	3.5	Apr & Oct	10,000,000	9,997,900	349,988	350,485	3,683
	New York, N. H. & H. R.R. Co. non-con. deb. ....	1905	1955	4	Jan & Jul	15,000,000	15,000,000	600,000	599,180	303,100
	New York, N. H. & H. R.R. Co. non-con. deb. ....	1906	1956	4	May & Nov	15,000,000	15,000,000	600,000	599,100	9,580
	N. Y., N. H. & H. R.R. Co. Euro. loan non-con deb. ....	1907	1922	4	Apr & Oct	27,985,000	27,985,000	1,117,050	1,127,462	39,154
	Naugatuck R.R. Co. non-con. deb. ....	1902	1930	3.5	Apr & Oct	2,000,000	234,000	8,190	8,173	70
	Hartford Street Ry. Co. non-con. deb. ....	1900	1930	4	Jan & Jul	165,000	165,000	6,600	6,600	.....
	Consolidated Street Ry. Co. non-con. deb. ....	1905	1930	3, 3.5, 4	Feb & Aug	1,000,000	969,650	33,938	33,815	262
	Consolidated Street Ry. Co. non-con. deb. ....	1904	1954	4	Jan & Jul	5,000,000	4,255,000	170,200	170,040	86,300
	Consolidated Street Ry. Co. non-con. deb. ....	1905	1955	4	Jan & Jul	4,000,000	2,309,000	92,360	92,360	46,580
	Consolidated Street Ry. Co. non-con. deb. ....	1905	1955	4	Apr & Oct	3,500,000	1,340,000	53,600	53,660	20
	Consolidated Street Ry. Co. non-con. deb. ....	1906	1956	4	Jan & Jul	10,000,000	2,011,000	80,440	80,220	41,200
	Providence Securities Co. gold deb. ....	1907	1957	4	May & Nov	19,910,000	19,180,000	127,867	394,940	4,920
	Obligations for advances received for construction, equipment, and betterments. ....	.....	.....	.....	.....	.....	474,804	.....	.....	1,534
	Bonds matured prior to fiscal year. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	<b>Totals</b> .....	.....	.....	.....	.....	.....	<b>*234,862,904</b>	<b>9,065,299</b>	<b>9,000,853</b>	<b>1,241,872</b>
4	<b>Lake Shore and Michigan Southern:</b>									
	<i>Mortgage bonds:</i>									
	First gen. ....	1897	1997	3.5	Jun & Dec	50,000,000	50,000,000	1,750,000	1,748,040	22,453
	Kalamazoo and White Pigeon R.R. Co. 1st. ....	1890	1940	5	Jan & Jul	400,000	400,000	20,000	20,000	25
	<i>Debentures, plain bonds, and promissory notes:</i>									
	Twenty-five year gold bonds of 1903. ....	1903	1928	4	Mar & Sep	50,000,000	50,000,000	2,000,000	1,997,780	13,460
	Twenty-five year gold bonds of 1906. ....	1906	1931	4	May & Nov	50,000,000	50,000,000	2,000,000	1,996,440	45,740
	<b>Totals</b> .....	.....	.....	.....	.....	.....	<b>150,400,000</b>	<b>5,770,000</b>	<b>5,762,260</b>	<b>81,677</b>
5	<b>Erie:</b>									
	<i>Mortgage bonds:</i>									
	New York and Erie R.R. Co. 1st. ....	1847	1947	4	May & Nov	.....	2,482,000	99,280	98,980	2,235
	New York and Erie R.R. Co. 2nd. ....	1879	1919	5	Mar & Sep	.....	2,149,000	107,450	107,525	2,570
	New York and Erie R.R. Co. 3rd. ....	1883	1923	4.5	Mar & Sep	.....	4,617,000	207,765	207,877	950
	New York and Erie R.R. Co. 4th. ....	1880	1920	5	Apr & Oct	.....	2,926,000	146,300	145,900	825
	New York and Erie R.R. Co. 5th. ....	1888	1928	4	Jun & Dec	.....	709,500	28,380	28,340	1,875
	Buffalo, New York and Erie R.R. Co. ....	1866	1916	7	Jun & Dec	.....	2,380,000	166,600	166,950	2,459
	Buffalo Branch. ....	1891	1931	4	Jun & Dec	.....	182,400	7,296	7,892	3,652
	Erie Ry. Co. 1st con. ....	1870	1920	7	Mar & Sep	.....	16,891,000	1,182,370	1,179,155	24,710
	Buffalo and Southwestern R.R. Co. ....	1877	1918	5	Jan & Jul	.....	1,503,000	75,000	74,975	37,553
	Newburgh and New York R.R. Co. ....	1868	1929	5	Jan & Jul	.....	250,000	12,500	12,800	6,275
	Erie R.R. Co. prior lien. ....	1895	1996	4	Jan & Jul	.....	35,000,000	1,400,000	1,398,560	705,730
	Erie R.R. Co. gen. lien. ....	1895	1996	4	Jan & Jul	.....	35,885,000	1,435,400	1,434,520	728,620
	Erie R.R. Co. con. ....	1903	1953	4	Apr & Oct	.....	21,015,000	840,600	837,380	6,820
	Buffalo and Southwestern R.R. Co. 2nd. ....	1877	1918	5	Jan & Jul	.....	1,000,000	50,000	50,000	25,000
	<i>Collateral trust bonds:</i>									
	Pennsylvania coll. trust. ....	1901	1951	4	Feb & Aug	.....	*34,000,000	1,091,552	1,109,560	6,900
	Collateral gold notes 1914. ....	1911	1914	5	Apr & Oct	.....	4,550,000	227,500	227,050	600
	Collateral gold notes 1915. ....	1912	1915	5	Apr & Oct	.....	10,000,000	500,000	499,750	1,475

<sup>1</sup> This column shows matured interest unpaid as reported by the corporations. It is evident in some cases that interest due July 1st has been included under this head; in other cases that such interest has not been included; while in still other instances the report does not show whether interest due July 1st has or has not been included.

\* Includes \$122,000 bonds held by respondent in sinking and redemption funds.

\* Includes \$6,863,000 bonds held by respondent in sinking fund.



TABLE 105 a: PERMANENT DEBT, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

## Part I: Permanent Debt Other Than Equipment Obligations (continued).

The figures given are for the actually outstanding debt (i. e. securities not held by or for the issuing corporation) of the corporation as a whole. They are not segregated according to state lines nor with regard to railroad operations and other operations. Only those corporations are included which report permanent debt outstanding at some time during the year.

The amount shown under "Par value authorized" is the amount already legally issued in addition to the amount which the respondent claims may be issued without further approval by state or other public authority.

The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 27.

Corp'n No.	Name of corporation and securities outstanding	Dates		Interest provisions		Par value		Interest		
		Nominal issue	Maturity	Rate	Dates payable	Authorized	Actually outstanding June 30, 1914	Accrued during year	Paid during year	Matured and unpaid at close of year <sup>1</sup>
5	<b>Erie (concluded):</b>			%		Dollars	Dollars	Dollars	Dollars	Dollars
	<i>Collateral trust bonds (concluded):</i>									
	Collateral gold notes 1917.....	1914	1917	5.5	Apr & Oct	13,500,000	13,500,000	185,625	.....	.....
	First con. mtge. coupon.....	1878	1928	7	Mar & Sep	.....	3,699,500	258,965	259,087	1,085
	Collateral gold notes.....	1911	1914	6	Apr & Oct	12,500,000	.....	579,167	750,620	480
	<i>Other funded debt:</i>									
	Buffalo grade crossing construction.....	1896	1916	3.5, 4	Jul	.....	423,776	15,387	21,837	.....
	Mary W. Harriman.....	1908	1925	6	Jan & Jul	.....	70,000	4,200	4,200	.....
	Erie R.R. Co. serial gold notes.....	1912	1917	5	Jun & Dec	450,000	270,000	17,625	18,225	.....
	Buffalo, Rochester and P. Ry. Co.....	1912	1917	4.5	Jun & Dec	.....	13,890	1,563	1,563	.....
	Mutual Life Insurance Co.....	1908	1914	5	Jun & Dec	.....	137,500	6,875	6,875	.....
	New York Trust Co.....	1913	1915	5	Apr & Oct	.....	37,000	1,850	1,850	.....
	Yale University.....	1913	1918	5	Apr & Oct	.....	20,000	781	573	.....
	Montgomery, Ward and Co.....	1913	1918	5	Jun & Dec	.....	128,500	6,943	6,425	.....
	A. O. Devore.....	1909	1917	5	Apr	.....	2,400	150	120	.....
	Z. Q. Barnum.....	1909	1920	5	Apr & Oct	.....	.....	.....	117	.....
	Milwaukee Mechanics Insurance Co.....	1908	1914	5	Jun & Dec	.....	.....	743	1,363	.....
	John McLeavy.....	1912	1915	6	Jan & Jul	.....	.....	.....	97	.....
	Totals.....	.....	.....	.....	.....	.....	*193,839,461	8,637,866	8,651,197	1,559,805
6	<b>Boston and Maine:</b>									
	<i>Mortgage bonds:</i>									
	Portsmouth, Great Falls and C. R.R. Co. 1st.....	1877	1937	4.5	Jun & Dec	1,000,000	1,000,000	45,000	44,280	2,003
	Worcester, Nashua and R. R.R. Co. 1st.....	1890	1930	4	Jan & Jul	735,000	735,000	29,400	29,400	14,720
	Worcester, Nashua and R. R.R. Co. 1st.....	1894	1934	4	Apr & Oct	380,000	380,000	15,200	15,160	40
	Worcester, Nashua and R. R.R. Co. 1st.....	1906	1935	4	Jan & Jul	150,000	150,000	6,000	6,000	3,000
	<i>Debentures, plain bonds, and promissory notes:</i>									
	Boston and Maine R.R. plain bonds.....	1901	1921	3.5	May & Nov	1,000,000	1,000,000	34,160	34,213	70
	Boston and Maine R.R. plain bonds.....	1903	1923	3.5	Jan & Jul	2,000,000	2,000,000	66,360	66,360	35,105
	Boston and Maine R.R. plain bonds.....	1905	1925	3.5	Feb & Aug	500,000	500,000	16,363	16,380	245
	Boston and Maine R.R. plain bonds.....	1906	1926	3.5	Mar & Sep	10,000,000	10,000,000	397,880	397,480	2,680
	Boston and Maine R.R. plain bonds.....	1909	1929	4.5	Apr & Oct	11,700,000	11,700,000	524,025	522,427	2,970
	Boston and Maine R.R. plain bonds.....	1892	1942	4	Feb & Aug	2,500,000	2,500,000	99,920	100,100	220
	Boston and Maine R.R. plain bonds.....	1894	1944	4.5	Jan & Jul	6,000,000	6,000,000	266,737	267,570	135,787
	Boston and Maine R.R. plain bonds.....	1900	1950	3	Jan & Jul	5,454,700	5,454,000	162,960	162,795	82,005
	Boston and Maine R.R. imp. bonds.....	1887	1937	4	Feb & Aug	2,000,000	1,919,000	71,700	71,700	.....
	Bonds previously retired.....	.....	.....	.....	.....	.....	.....	.....	.....	7,373
	Totals.....	.....	.....	.....	.....	.....	*43,338,000	1,735,705	1,733,865	286,218
7	<b>Delaware, Lackawanna and Western:</b>									
	<i>Mortgage bonds:</i>									
	Bangor and Portland Ry. Co. 1st.....	1880	1930	6	Jan & Jul	150,000	55,600	3,356	3,371	1,707
	Bangor and Portland Ry. Co. 2nd.....	1882	1932	6	Jan & Jul	220,000	31,000	1,860	1,860	930
	Bangor and Portland Ry. Co. 1936.....	1886	1936	6	Jan & Jul	70,000	19,000	1,218	1,278	570
	Totals.....	.....	.....	.....	.....	.....	105,600	6,434	6,509	3,207
8	<b>Lehigh Valley:</b>									
	<i>Mortgage bonds:</i>									
	Consolidated.....	1873	1923	6	Jun & Dec	40,000,000	15,700,000	942,000	925,740	24,840
	Consolidated.....	1873	1923	4.5	Jun & Dec	5,000,000	7,300,000	328,500	325,980	6,007
	First.....	1868	1948	4	Jun & Dec	.....	5,000,000	200,000	201,820	1,660
	General consolidated.....	1903	2003	4	May & Nov	150,000,000	26,639,000	1,065,560	1,057,260	16,240
	General consolidated.....	1903	2003	4.5	May & Nov	.....	10,000,000	241,250	157,813	8,437
	<i>Collateral trust bonds:</i>									
	Collateral trust bonds.....	1905	1926	4	Feb & Aug	19,000,000	10,739,000	442,893	461,220	620
	<i>Other funded debt:</i>									
	Real estate mtge., Richards property.....	1890	.....	6	Oct	1,669	1,669	100	100	.....
	Totals.....	.....	.....	.....	.....	.....	75,379,669	3,220,303	3,129,933	57,805
9	<b>Delaware and Hudson:</b>									
	<i>Mortgage bonds:</i>									
	First loan of 1917.....	1877	1917	7	Mar & Sep	10,000,000	5,000,000	350,000	346,780	4,690
	First and refunding gold 1943.....	1908	1943	4	May & Nov	32,204,000	32,204,000	1,133,435	1,139,560	36,800
	Adirondack Ry. Co. 1st.....	1892	1942	4.5	Mar & Sep	1,000,000	1,000,000	45,000	45,000	.....
	Schenectady and Duaneburgh R.R. Co. 1st.....	1874	1924	6	Mar & Sep	500,000	500,000	30,000	29,880	660
	<i>Debentures, plain bonds, and promissory notes:</i>									
	Delaware and Hudson Co. 1916.....	1906	'06-'16	4	Jun & Dec	14,000,000	13,973,000	558,920	563,580	38,240
	Delaware and Hudson Co. 1914.....	1900	'02-'14	4	Jan & Jul	2,500,000	.....	2,000	4,000	.....
	Totals.....	.....	.....	.....	.....	.....	52,677,000	2,119,355	2,128,800	80,390
10	<b>Northern Central:</b>									
	<i>Mortgage bonds:</i>									
	First to State of Maryland.....	1855	.....	6	J, A, J, O	1,500,000	1,500,000	90,000	90,000	.....
	Consolidated general, Series E.....	1885	1925	4.5	Apr & Oct	10,000,000	1,757,000	79,065	79,133	360
	Second general, Series A.....	1876	1926	5	Jan & Jul	3,000,000	2,554,000	127,700	126,825	66,600
	Second general, Series B.....	1882	1926	5	Jan & Jul	1,000,000	*999,000	47,350	47,025	24,450
	<i>Other funded debt:</i>									
	Ground rents.....	.....	.....	4, 6	Various	249,267	249,267	6,818	10,134	.....
	Totals.....	.....	.....	.....	.....	.....	*7,059,267	350,933	353,117	91,410
11	<b>Long Island:</b>									
	<i>Mortgage bonds:</i>									
	Long Island R.R. Co. con.....	.....	1931	4	J, A, J, O	.....	1,121,000	44,840	44,630	11,530
	Long Island R.R. Co. con.....	.....	1931	5	J, A, J, O	5,000,000	3,610,000	180,500	181,300	51,813
	Long Island R.R. Co. gen.....	.....	1938	4	Jun & Dec	3,000,000	3,000,000	120,000	121,680	6,300

<sup>1</sup> This column shows matured interest unpaid as reported by the corporations. It is evident in some cases that interest due July 1st has been included under this head; in other cases that such interest has not been included; while in still other instances the report does not show whether interest due July 1st has or has not been included.

\* Includes \$6,863,000 bonds held by respondent in sinking fund.

\* There are held in sinking funds of respondent plain bonds as follows: \$25,000 issue of 1901; \$105,000 issue of 1903; \$33,000 issue of 1905; \$68,000 issue of 1906; \$100,000 issue of 1909; \$7000 issue of 1892; \$77,000 issue of 1894; \$22,000 issue of 1900; and \$127,000 improvement bonds of 1887; a total of \$564,000 par value.

\* Includes \$52,000 held by respondent in insurance fund.



TABLE 105 a: PERMANENT DEBT, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

## Part I: Permanent Debt Other Than Equipment Obligations (continued).

The figures given are for the actually outstanding debt (i. e. securities not held by or for the issuing corporation) of the corporation as a whole. They are not segregated according to state lines nor with regard to railroad operations and other operations. Only those corporations are included which report permanent debt outstanding at some time during the year.

The amount shown under "Par value authorized" is the amount already legally issued in addition to the amount which the respondent claims may be issued without further approval by state or other public authority.

The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 27.

Corp'n No.	Name of corporation and securities outstanding	Dates		Interest provisions		Par value		Interest		
		Nom-inal issue	Ma-turity	Rate	Dates payable	Authorized	Actually outstanding June 30, 1914	Accrued during year	Paid during year	Matured and unpaid at close of year <sup>1</sup>
11	<b>Long Island (concluded):</b> <i>Mortgage bonds (concluded):</i> Long Island R.R. Co. Stewart Line..... Long Island R.R. Co. 2nd..... Long Island R.R. Co. unified..... Long Island R.R. Co. rdg..... Long Island R.R. Co. Ferry 1st..... Brooklyn and Montauk R.R. Co. 2nd..... Long Island City and Flushing R.R. Co. con..... Montauk Extension R.R. Co. 1st..... New York and Flushing R.R. Co. 1st..... New York Bay Extension R.R. Co. 1st..... <i>Debentures, plain bonds, and promissory notes:</i> Long Island R.R. Co. deb. bonds..... Long Island R.R. Co. 10-year deb..... Obligations for advances received for construction, equipment, and betterments..... <i>Other funded debt:</i> Real estate mortgages..... Bonds matured prior to fiscal year..... Totals.....	..... .....								

<sup>1</sup> This column shows matured interest unpaid as reported by the corporations. It is evident in some cases that interest due July 1st has been included under this head; in other cases that such interest has not been included; while in still

other instances the report does not show whether interest due July 1st has or has not been included.

TABLE 105 a: PERMANENT DEBT, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

## Part I: Permanent Debt Other Than Equipment Obligations (continued).

The figures given are for the actually outstanding debt (i. e. securities not held by or for the issuing corporation) of the corporation as a whole. They are not segregated according to state lines nor with regard to railroad operations and other operations. Only those corporations are included which report permanent debt outstanding at some time during the year.

The amount shown under "Par value authorized" is the amount already legally issued in addition to the amount which the respondent claims may be issued without further approval by state or other public authority.

The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 27.

Corp'n No.	Name of corporation and securities outstanding	Dates		Interest provisions		Par value		Interest		
		Nominal issue	Maturity	Rate	Dates payable	Authorized	Actually outstanding June 30, 1914	Accrued during year	Paid during year	Matured and unpaid at close of year <sup>1</sup>
19b	Pittsburg, Shawmut and N. (Revr.'s operations): Receiver's certificates.....			%		Dollars 3,100,000	Dollars 2,575,000	Dollars 152,813	Dollars 154,950	Dollars .....
20	Lehigh and Hudson River: Mortgage bonds: Lehigh and Hudson River Ry. Co. 2nd..... Lehigh and Hudson River Ry. Co. gen..... Lehigh and Hudson River Ry. Co. 1st..... Debentures, plain bonds, and promissory notes: Debenture bonds..... Totals.....	1887 1890 1881 1907	1917 1920 1911 1920	5 5 5 4	Jan & Jul Jan & Jul Jan & Jul May & Nov	500,000 3,000,000 800,000 400,000	164,000 2,587,000 ..... 400,000	8,200 129,350 ..... 16,000	8,050 129,125 50 15,920	4,275 64,975 25 80
							3,151,000	153,550	153,145	69,355
21b	Buffalo and Susquehanna Railroad Corporation: First mortgage gold bonds.....	1913	1963	4	Jan & Jul	10,000,000	6,959,000	139,180	.....	139,180
22	Ulster and Delaware: First con. mortgage bonds..... First rfdg. mortgage bonds..... Totals.....	1888 1902	1928 1952	5 4	Jun & Dec Apr & Oct	2,000,000 3,200,000	2,000,000 1,000,000	100,000 40,000	100,525 39,620	5,825 880
							3,000,000	140,000	140,145	6,705
23	New Jersey and New York: Mortgage bonds: First..... Second..... General..... Totals.....	1880 1885 1892	1950 1985 1932	5 5 5	May & Nov Jan & Jul Jan & Jul	..... ..... .....	394,000 2,460 629,500	19,700 123 31,475	19,450 85 29,887	250 717 17,663
							1,025,960	51,298	49,423	18,630
25a	Buffalo and Susquehanna Ry. (Corp. transactions): First mortgage bonds.....	1903	1953	4.5	May & Nov	6,000,000	6,000,000	270,000	.....	1,215,630
25b	Buffalo and Susquehanna Ry. (Revr.'s operations): Receiver's certificates.....	1913	.....	6	Dec	440,685	.....	13,329	5,411	.....
28	Fonda, Johnstown and Gloversville: Mortgage bonds: Consolidated..... Cayadutta Electric R.R. Co..... First consolidated refunding..... Fifty-year general refunding..... Fifty-year 1st con. gen. refunding..... Totals.....	1881 1892 1897 1900 1902	1921 1922 1947 1950 1952	6 6 4.5 4 4.5	Apr & Oct Apr & Oct Jan & Jul Jan & Jul May & Nov	200,000 350,000 500,000 800,000 7,000,000	200,000 350,000 500,000 800,000 5,150,000	12,000 21,000 22,500 32,000 231,750	12,000 21,000 22,500 32,000 231,750	..... ..... 11,250 16,000 .....
							7,000,000	319,250	319,250	27,250
29	Terminal Railway of Buffalo: First mortgage gold bonds.....	1896	1946	4	Apr & Oct	1,000,000	1,000,000	40,000	40,000	.....
30	Genesee and Wyoming: First mortgage.....	.....	1929	5	Apr & Oct	500,000	500,000	25,000	25,000	.....
32	Connecting Terminal: First mortgage real estate bonds.....	1883	1923	5	May & Nov	500,000	500,000	25,000	25,000	.....
34	Greenwich and Johnsonville: First mortgage bonds..... Obligations for advances received for construction, equipment, and betterments..... Totals.....	1904	1924	4	Jan & Jul Monthly	500,000 .....	400,000 117,360	16,000 6,416	16,000 6,371	8,000 .....
							517,360	22,416	22,371	8,000
36b	Central New York Southern R.R. Corp.: First and coll. trust mtge. gold bonds.....	1914	1964	5	May & Nov	1,000,000	1,000,000	78,333	.....	.....
37	Norwood and St. Lawrence: First mortgage bonds.....	1902	1932	5	Apr & Oct	300,000	101,000	5,000	4,613	1,607
38	Niagara Junction: First mortgage bonds.....	1902	1922	5	Feb & Aug	650,000	175,000	8,750	8,625	125
39	Middletown and Unionville: Mortgage bonds..... Income bonds..... Totals.....	1913 1913	1933 1933	6 6	May & Nov May & Nov	200,000 250,000	200,000 250,000	8,000 .....	6,000 .....	..... 2,000
							450,000	8,000	6,000	2,000
40	Unadilla Valley: First mortgage bonds.....	1904	1934	4	Jan & Jul	200,000	200,000	8,000	7,990	4,035
42	Skaneateles: First mortgage bonds..... Refunding mortgage bonds..... Totals.....	1898 1908	'14-'27 '18-'37	5 5	Feb & Aug Feb & Aug	100,000 100,000	70,000 20,000	3,521 1,000	3,625 1,000	..... .....
							90,000	4,521	4,625	.....
43	Cooperstown and Charlotte Valley: Obligations for advances received for construction, equipment, and betterments.....	Var.	.....	.....	.....	.....	4,998	.....	.....	.....

<sup>1</sup> This column shows matured interest unpaid as reported by the corporations. It is evident in some cases that interest due July 1st has been included under this head; in other cases that such interest has not been included; while in still

other instances the report does not show whether interest due July 1st has or has not been included.

<sup>2</sup> Of this amount, \$474 was charged to fixed capital.



TABLE 105 a: PERMANENT DEBT, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

## Part I: Permanent Debt Other Than Equipment Obligations (concluded).

The figures given are for the actually outstanding debt (i. e. securities not held by or for the issuing corporation) of the corporation as a whole. They are not segregated according to state lines nor with regard to railroad operations and other operations. Only those corporations are included which report permanent debt outstanding at some time during the year.

The amount shown under "Par value authorized" is the amount already legally issued in addition to the amount which the respondent claims may be issued without further approval by state or other public authority.

The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 27.

Corp'n No.	Name of corporation and securities outstanding	Dates		Interest provisions		Par value		Interest		
		Nominal issue	Maturity	Rate	Dates payable	Authorized	Actually outstanding June 30, 1914	Accrued during year	Paid during year	Matured and unpaid at close of year <sup>1</sup>
44	<b>Catskill Mountain:</b>									
	First mortgage bonds.....	1885	<sup>9</sup> 1905	5	Feb & Aug	Dollars 50,000	Dollars <sup>9</sup> 39,000	Dollars 1,950	Dollars 1,950	Dollars .....
	First income bonds.....	1885	1915	.....	.....	238,000	238,000	.....	.....	.....
	Second income bonds.....	1885	1915	.....	.....	16,000	15,600	.....	.....	.....
	Totals.....						292,600	1,950	1,950	.....
46	<b>Buffalo, Attica and Arcade:</b>									
	First mortgage bonds.....	1903	1933	5	Jan & Jul	750,000	219,000	10,950	.....	.....
47	<b>Dansville and Mount Morris:</b>									
	Mortgage bonds <sup>10</sup> .....	1891	1931	5	May & Nov	150,000	150,000	<sup>10</sup> 7,500	<sup>10</sup> .....	.....
	Receiver's certificates.....	'94, '95	.....	6	.....	.....	6,901	414	.....	.....
	Totals.....						156,901	7,914	.....	.....
48	<b>Bath and Hammondsport:</b>									
	First mortgage bonds.....	1889	1919	5	Jun & Dec	100,000	100,000	5,000	4,900	225
	Second mortgage bonds.....	1893	1923	5	Apr & Oct	200,000	200,000	10,000	.....	55,000
	Totals.....						300,000	15,000	4,900	55,225
50	<b>Raquette Lake:</b>									
	First mortgage bonds.....	1899	1949	5	May & Nov	250,000	250,000	12,500	.....	131,250
51	<b>Sterling Mountain:</b>									
	Income bonds.....	.....	.....	7	.....	475,674	475,674	.....	.....	.....
52	<b>Schoharie Valley:</b>									
	Mortgage bonds.....	1900	1930	5	Jan & Jul	40,000	30,000	1,500	1,500	.....
53	<b>Marcellus and Otisco Lake:</b>									
	First mortgage gold bonds.....	1905	1935	5	Jun & Dec	300,000	200,000	10,000	<sup>11</sup> 3,000	.....
54	<b>Adirondack and St. Lawrence:</b>									
	First purchase money mortgage bonds.....	1907	1927	5	Jan & Jul	100,000	100,000	5,000	.....	37,500
55	<b>Carthage and Copenhagen:</b>									
	First mortgage bonds.....	1908	1928	6	Jun & Dec	75,000	59,500	3,555	3,540	.....
56a	<b>Newark and Marion (Corp. transactions):</b>									
	First mortgage gold bonds.....	1905	1945	5	May & Nov	250,000	250,000	.....	.....	.....
57	<b>Kanona and Prattsburgh:</b>									
	First mortgage bonds.....	1897	1937	4	Jan & Jul	75,000	70,000	2,800	2,800	.....
58	<b>Champlain and St. Lawrence:</b>									
	Obligations for advances received for construction, equipment, and betterments.....	.....	.....	.....	.....	.....	636	.....	.....	.....
60	<b>Middleburgh &amp; Schoharie:</b>									
	Mortgage bonds.....	1896	1916	5	May & Nov	18,000	18,000	900	900	.....
62	<b>Otis:</b>									
	First mortgage bonds.....	1899	1939	5	Jan & Jul	71,000	71,000	3,550	500	34,975
63	<b>Fulton Chain:</b>									
	First mortgage bonds.....	1902	1950	5	May & Nov	21,000	21,000	1,050	.....	5,775
	Income mortgage bonds.....	1902	1950	6	.....	21,000	21,000	.....	.....	.....
	Totals.....						42,000	1,050	.....	5,775
	Totals Part I.....						1,561,030,137	61,973,197	60,690,137	.....

<sup>1</sup> This column shows matured interest unpaid as reported by the corporations. It is evident in some cases that interest due July 1st has been included under this head; in other cases that such interest has not been included; while in still other instances the report does not show whether interest due July 1st has or has not been included.

<sup>8</sup> Date of maturity of these bonds extended to 1915.

<sup>9</sup> Includes \$2000 previously reported as matured funded debt unpaid, the time of maturity having been since extended to 1915.

<sup>10</sup> This road has been in the hands of a receiver since 1894, and no interest on bonds has ever been paid.

<sup>11</sup> In addition, \$11,167 was waived and credited to surplus.

For funded debt of the following named corporations see Table 105 L:

26. Buffalo Creek.

27. Dunkirk, Allegheny Valley and Pittsburgh.

TABLE 105 a: PERMANENT DEBT, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

## Part II: Equipment Obligations.

The obligations named are those issued in total or partial payment for equipment and secured by trust deed or other form of mortgage on the equipment acquired. In the column headed "Term in years" is shown the term of the latest maturing obligation in any series.

The figures given are for the actually outstanding debt (i. e. securities not held by or for the issuing corporation) of the corporation as a whole. They are not segregated according to state lines nor with regard to railroad operations and other operations. Only those corporations are included which report equipment obligations outstanding at some time during the year.

The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 27.

Corp'n No.	Name of corporation and equipment obligations outstanding	Date of issue	Term in years	Number of payments	Rate of interest	Amount actually outstanding June 30, 1914	Interest		
							Accrued during year	Paid during year	Matured and unpaid at close of year
1	<b>Pennsylvania:</b>				%	Dollars	Dollars	Dollars	Dollars
	Pennsylvania Steel Rolling Stock Trust, Series F and G.....	Aug 1, 1903	10	10	3.5	.....	281	842	.....
	Pennsylvania Steel Rolling Stock Trust, Series H.....	May 1, 1905	10	10	4	80,000	5,867	6,400	.....
	Pennsylvania Steel Freight Car Trust, Series B to G.....	Sep 1, 1905	10	10	4	1,076,872	46,664	48,459	.....
	Pennsylvania Steel Freight Car Trust, Series H, I, and K.....	Jun 1, 1906	10	10	4	374,028	21,818	22,442	.....
	Pennsylvania Steel Eqp't. Impt. Trust, Series A, B, G, H, I, and K.....	Jan 1, 1906	10	10	4	858,460	42,923	42,923	.....
	Pennsylvania Gen. Frt. Eqp't. Trust, 1906, Series A to F.....	Feb 1, 1906	10	10	4	1,200,000	62,000	66,000	.....
	Pennsylvania Gen. Frt. Eqp't. Trust, 1906, Series G to L.....	May 1, 1906	10	10	4	1,200,000	68,000	72,000	.....
	Pennsylvania Gen. Frt. Eqp't. Trust, 1906, Series M to R.....	Aug 1, 1906	10	10	4	1,800,000	74,000	78,000	.....
	Pennsylvania Gen. Frt. Eqp't. Trust, 1906, Series S, X, and Y.....	Nov 1, 1906	10	10	4	214,722	9,543	10,020	.....
	Pennsylvania Gen. Frt. Eqp't. Trust, 1907, Series A.....	May 1, 1907	10	10	4	300,000	15,333	16,000	.....
	Pennsylvania Gen. Frt. Eqp't. Trust, 1907, Series B to E.....	Aug 1, 1907	10	10	4	1,600,000	65,333	68,000	.....
	Pennsylvania Gen. Frt. Eqp't. Trust, 1907, Series F to I.....	Nov 1, 1907	10	10	4	1,311,867	56,848	59,034	.....
	Pennsylvania Gen. Frt. Eqp't. Trust, 1910, Series F to K.....	May 2, 1910	10	10	4	3,176,190	144,693	148,222	.....
	Pennsylvania Gen. Frt. Eqp't. Trust, 1912, Series E and F.....	Jun 1, 1912	10	10	4	1,257,680	56,072	56,596	.....
	Pennsylvania Gen. Frt. Eqp't. Trust, 1913, Series G to T.....	Apr 1, 1913	10	10	4.5	11,566,350	563,860	563,860	.....
	Totals.....					126,016,170	21,233,235	1,258,798	.....
2	<b>New York Central and Hudson River:</b>								
	New York Central Lines Equipment Trust, 1907.....	1907	15	15	5	7,142,941	370,375	376,989	.....
	New York Central Lines Equipment Trust, 1910.....	1910	15	15	4.5	4,773,609	224,577	234,341	107,406
	New York Central Lines Equipment Trust, 1912.....	1912	15	15	4.5	6,202,509	289,848	300,583	139,556
	New York Central Lines Equipment Trust, 1913 <sup>1</sup> .....	1913	15	15	4.5	7,521,423	235,785	191,286	130,820
	Boston and Albany Equipment Trust, 1912 <sup>4</sup> .....	1912	15	15	4.5	7,000,000	247,095	227,070	.....
	Totals.....					32,640,482	1,367,679	1,330,269	377,783
4	<b>Lake Shore and Michigan Southern:</b>								
	New York Central Lines Equipment Trust, 1907.....	Nov 1, 1907	15	15	5	4,025,036	208,706	212,432	.....
	New York Central Lines Equipment Trust, 1910.....	Jan 1, 1910	15	15	4.5	9,780,645	460,135	460,135	.....
	New York Central Lines Equipment Trust, 1912.....	Jan 1, 1912	15	15	4.5	2,578,300	120,486	120,486	.....
	New York Central Lines Equipment Trust, 1913.....	Jan 1, 1913	15	15	4.5	2,309,050	47,255	.....	.....
	Totals.....					18,693,030	836,582	864,993	.....
5	<b>Erie:</b>								
	Erie R.R. Co. Series H.....	Jun, 1905	10	20	4	200,000	13,333	14,000	.....
	Erie R.R. Co. Series I.....	Dec, 1905	10 <sup>1/2</sup>	20	4	1,400,000	74,667	77,000	.....
	Erie R.R. Co. Series J.....	Nov, 1906	10	20	4	245,000	11,993	12,620	.....
	Erie R.R. Co. Series K.....	Feb, 1907	10	20	4.5	174,000	8,700	9,787	.....
	Erie R.R. Co. Series L.....	Jul, 1907	10	20	5	749,000	40,125	43,350	18,850
	Erie R.R. Co. Series M.....	Jul, 1907	10	20	5	203,000	10,875	12,325	5,075
	Erie R.R. Co. Series N.....	Oct, 1907	10	20	5	1,064,000	60,800	64,600	.....
	Erie R.R. Co. Series O.....	Oct, 1907	10	20	5	350,000	20,000	21,250	.....
	Erie R.R. Co. Series Q.....	Aug, 1911	10	20	4.5	3,450,000	162,150	170,775	.....
	Erie R.R. Co. Series R.....	Aug, 1912	10	20	4.5	1,836,000	85,860	89,910	.....
	Erie R.R. Co. Series S.....	Dec, 1912	10	20	4.5	1,700,000	82,500	83,250	.....
	Erie R.R. Co. Series T.....	Jun, 1914	10	20	5	1,188,000	39,802	64,350	.....
	Erie R.R. Co. Series U.....	Jul, 1913	10	20	5	2,233,000	51,908	58,750	55,825
	Erie R.R. Co. Series V.....	Jun, 1913	10	20	5	900,000	33,542	30,000	.....
	Erie R.R. Co. Series AA.....	Sep, 1913	10	5	5	1,064,000	45,578	28,000	.....
	Wells Fargo and Co.....	Dec, 1911	5	10	5	95,000	6,017	6,175	.....
	Wells Fargo and Co.....	.....	.....	.....	.....	184,000	6,223	5,175	.....
	Baldwin Locomotive Works.....	Nov, 1913	3	12	6	182,457	6,295	3,558	.....
	Equipment obligations previously retired.....					.....	.....	.....	2,550
	Totals.....					17,217,457	760,367	816,875	82,300
3	<b>Lehigh Valley:</b>								
	Equipment Trust certificates, Series J.....	Sep 1, 1907	10	20	4.5	1,750,000	88,125	95,490	945
9	<b>Delaware and Hudson:</b>								
	First Lien Equipment bonds.....	1907	15	.....	4.5	9,643,000	433,943	435,061	1,035
19	<b>Northern Central:</b>								
	Pennsylvania Steel Freight Car Trust, Series H.....	Jun 1, 1906	10	10	4	36,848	2,149	2,211	.....
	Pennsylvania Steel Freight Car Trust, Series I.....	Jun 1, 1906	10	10	4	114,907	6,703	6,894	.....
	Totals.....					151,755	8,852	9,105	.....
11	<b>Long Island:</b>								
	Series A.....	Feb 1, 1906	10	10	4	700,000	30,333	32,000	.....
	Series B.....	Feb 1, 1906	10	10	4	700,000	30,333	32,000	.....
	Series C.....	Feb 1, 1906	6	6	4	300,000	14,333	16,000	.....
	Series C.....	Feb 1, 1906	12	1	4	100,000	4,000	4,000	.....
	Series C.....	Feb 1, 1906	13	1	4	100,000	4,000	4,000	.....
	Series C.....	Feb 1, 1906	15	1	4	100,000	4,000	4,000	.....
	Series D.....	Feb 1, 1906	6	1	4	.....	2,333	4,000	.....
	Series D.....	Feb 1, 1906	7	1	4	100,000	4,000	4,000	.....
	Series D.....	Feb 1, 1906	8	1	4	100,000	4,000	4,000	.....
	Series D.....	Feb 1, 1906	9	1	4	22,000	880	880	.....
	Totals.....					2,322,000	102,213	108,880	.....

<sup>1</sup> Includes \$180,000 held by respondent.<sup>2</sup> Includes \$45,335 charged to other than income account.<sup>3</sup> Proportion of The New York Central and Hudson River Railroad Company.<sup>4</sup> The New York, New Haven and Hartford Railroad Company includes among its investments \$2,974,571, representing its interest in the equipment covered by this trust, and also carries on its books June 30, 1914, \$2,436,000 as its liability therefor under contract with The New York Central and Hudson River Railroad Company.



TABLE 105 a: PERMANENT DEBT, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (concluded)

## Part II: Equipment Obligations (concluded).

The obligations named are those issued in total or partial payment for equipment and secured by trust deed or other form of mortgage on the equipment acquired. In the column headed "Term in years" is shown the term of the latest maturing obligation in any series.

The figures given are for the actually outstanding debt (i. e. securities not held by or for the issuing corporation) of the corporation as a whole. They are not segregated according to state lines nor with regard to railroad operations and other operations. Only those corporations are included which report equipment obligations outstanding at some time during the year.

The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 27.

Corp'n No.	Name of corporation and equipment obligations outstanding	Date of issue	Term in years	Number of payments	Rate of interest	Amount actually outstanding June 30, 1914	Interest		
							Accrued during year	Paid during year	Matured and unpaid at close of year
13	<b>Buffalo, Rochester and Pittsburgh:</b>								
	Series A.....	May 1, 1899	20	1	%	Dollars 495,000	Dollars 21,285	Dollars 22,275	
	Series B.....	May 1, 1900	20	1	4.5	993,000	43,771	44,775	
	Series C.....	May 1, 1901	20	1	4.5	950,000	42,073	43,887	
	Series D.....	Nov 1, 1902	17	17	4.5	844,000	38,852	39,819	
	Series E.....	May 1, 1904	18	18	4.5	1,156,000	54,120	56,437	
	Series F.....	Apr 1, 1907	20	20	4.5	1,951,000	88,147	90,633	
	Series G.....	Oct 1, 1909	20	20	4	2,640,000	90,140	94,564	
	Series H.....	Jul 1, 1913	16½	16	5	2,000,000	37,035	37,035	
	Totals.....					\$ 11,029,000	\$ 415,422	429,427	
14	<b>New York, Ontario and Western:</b>								
	Series A.....	Apr 1, 1910	10	20	4.5	432,000	21,060	21,870	
	Series B.....	Mar 1, 1911	5	10	4.5	140,000	7,613	8,663	
	Series C.....	Mar 1, 1913	15	30	4.5	840,000	38,925	39,825	
	Totals.....					1,412,000	67,597	70,357	
16	<b>Rutland:</b>								
	Equipment Trust.....	May 1, 1901	15	15	4.5	16,000	1,957	2,205	
	Equipment Trust.....	Apr 1, 1902	15	15	4.5	282,000	12,690	12,690	
	Equipment Trust.....	May 1, 1912	15	15	4.5	442,000	21,165	21,420	
	Equipment Trust.....	Apr 1, 1913	15	15	4.5	196,000	8,467	8,531	
	Totals.....					936,000	44,279	44,846	
17	<b>New York, Susquehanna and Western:</b>								
	Series A.....	Aug 2, 1911	10	20	4.5	600,000	28,200	29,700	
	Series B.....	Apr 30, 1913	10	20	5	383,000	23,917	20,725	
	Totals.....					983,000	52,117	50,425	
13	<b>Lehigh and New England:</b>								
	Series A.....	May 21, 1908	15	15	4.5	270,000	13,387	13,500	
	Series B.....	May 1, 1911	15	15	4.5	565,000	27,113	27,450	
	Series C.....	Feb 1, 1913	15	15	4.5	515,000	24,094	24,750	
	Series D.....	Mar 2, 1914	15	15	4.5	600,000	9,000		
	Totals.....					1,950,000	73,594	65,700	
19b	<b>Pittsburg, Shawmut and N. (Revr.'s operations):</b>								
	Guardian Trust Co. Equipment Trust bonds.....	Nov 1, 1907	7	7	5	88,000	5,800	4,150	2,350
	Columbia Knickerbocker Trust Co. Car Trust bonds.....	Nov 1, 1910	10	20	5	143,000	7,792	7,975	
	Baldwin Locomotive Works, Locomotive Trust notes.....	Feb 15, 1911	3	12	5		1,959	2,234	
	Baldwin Locomotive Works, Mogul Trust.....	Apr 17, 1913	3	12	6	18,145	806	806	
	Baldwin Locomotive Works, Mogul Trust No. 2.....	Dec 1, 1913	3	12	6	14,400	257	116	
	Totals.....					263,546	16,613	15,282	2,350
20	<b>Lehigh and Hudson River:</b>								
	Equipment Trust certificates, Series A.....	1906	10	10	4.5	80,000	5,250	5,400	
21b	<b>Buffalo and Susquehanna Railroad Corp.:</b>								
	Series A.....	Jul 1, 1906	10	20	5	172,000	\$ 5,375	11,825	5,500
	Series C.....	Jul 31, 1907	10	20	5	315,000	\$ 8,063	9,000	75
	Series D.....	Aug 1, 1907	10	20	5	105,000	\$ 2,687	3,000	
	Totals.....					592,000	\$ 16,125	23,825	5,575
25a	<b>Buffalo and Susquehanna Ry. (Corp. trans.):</b>								
	Series C.....	Jul 31, 1907	10	20	5		7,687	10,050	75
	Series D.....	Aug 1, 1907	10	20	5		2,563	3,375	
	Totals.....						10,250	13,425	75
61	<b>Keeseville, Ausable Chasm and Lake Champlain:</b>								
	Note.....				6	10,350	554	295	259
	Totals Part II.....					125,689,790	5,532,797	5,638,453	
	Totals Part I.....					1,561,030,137	61,973,197	60,690,137	
	Grand totals.....					1,686,719,927	67,505,994	66,328,590	

\* There are held in insurance and pension funds of respondent equipment obligations as follows: \$22,000 of series A; \$26,000 of series B; \$32,000 of series C; \$4000 of series D; \$26,000 of series E; \$27,000 of series F; \$296,000 of series G; a total of \$433,000 par value. Interest on obligations so held aggregating

\$17,342 is included in column "Accrued during year," but is not charged against income account "Interest deductions for funded debt".

\* Interest accrued from January 1 to June 30, 1914.

TABLE 105 b: PERMANENT DEBT ISSUED OR ASSUMED, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914

Only those corporations are included which report permanent debt actually issued or assumed during the year.

This table does not include advances for capital expenditures.

For equipment obligations the date of maturity indicates the due date of the latest maturing obligations in the series.

The amount shown under "Par value authorized" is the amount already legally issued in addition to the amount which the respondent claims may be issued without further approval by state or other public authority.

The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 27.

Corp'n No.	Name of corporation and securities issued or assumed	Interest rate	Dates		New York State authority claimed	Par value				Average price realized per cent of par
			Authorization	Maturity		Authorized	Issued or assumed during year	Issued for cash	Issued for other consideration	
1	<b>Pennsylvania:</b>	%				<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
	Holidaysburg, B. & C. R.R. Co. 1st m. bonds	4	.....	1951	Foreign corporation	5,000,000	1,073,000	.....	.....	.....
	Penna. R.R. Co. con. mtge. dol. coup. and reg.	4	.....	1908		.....	6,000	.....	.....	.....
	Alleg. V. Ry. Co. gen. mtge. coup. and reg.	4	.....	1892		20,000,000	12,000	.....	.....	.....
	Real estate mtges. and ground rents	.....	.....	.....		.....	738,500	.....	.....	.....
	Penna. Gen. Frt. Eqpt. Tr., 1913, Ser. G to T	4.5	.....	1923		.....	6,869,355	.....	6,869,355	.....
2	<b>New York Central and Hudson River:</b>									
	Refunding and improvement mtge. bonds	4.5	Feb 24, 1914	2013	P. S. C. 2nd D.	70,000,000	40,000,000	40,000,000	.....	92.50
	Real estate mtge. New York city	5	.....	1914	.....	.....	12,000	.....	12,000	.....
	New York Central Lines Eqpt. Trust 1913 <sup>2</sup>	4.5	Jan 14, 1913	1928	P. S. C. 2nd D.	.....	3,389,029	.....	3,389,029	.....
	Boston and Albany Eqpt. Trust 1912	4.5	1912-1914	1927	P. S. C. 2nd D.	7,348,000	2,128,000	.....	2,128,000	.....
3	<b>New York, New Haven and Hartford:</b>									
	Collateral Trust bonds	5	.....	1915	Foreign corporation	20,000,000	20,000,000	.....	.....	.....
	Providence Securities Co. gold deb. bonds	4	.....	1957		19,910,000	19,899,000	.....	.....	.....
4	<b>Lake Shore and Michigan Southern:</b>									
	New York Central Lines Eqpt. Trust 1913 <sup>2</sup>	4.5	Jan 14, 1913	1928	P. S. C. 2nd D.	.....	1,488,864	.....	1,488,864	.....
5	<b>Erie:</b>									
	Collateral gold notes 1917	5.5	Mar 11, 1914	1917	P. S. C. 2nd D.	13,500,000	13,500,000	13,500,000	.....	98.50
	Pennsylvania coll. trust 2nd mtge. bonds	4	.....	1901	Board R.R. Comrs. of N.Y.	36,000,000	336,000	.....	.....	.....
	Yale University	5	.....	1918	.....	.....	20,000	.....	.....	.....
	Montgomery, Ward and Co.	5	.....	1918	.....	.....	128,500	.....	.....	.....
	A. O. Devore	5	.....	1917	.....	.....	2,400	.....	.....	.....
	Equipment Trust certificates, Series T	5	Oct 21, 1913	1923	P. S. C. 2nd D.	1,320,000	1,320,000	.....	1,320,000	.....
	Equipment Trust certificates, Series U	5	Oct 21, 1913	1923	P. S. C. 2nd D.	2,350,000	2,350,000	.....	2,350,000	.....
	Equipment Trust certificates, Series V	5	Oct 21, 1913	1923	P. S. C. 2nd D.	1,000,000	1,000,000	.....	1,000,000	.....
	Equipment Trust certificates, Series AA	5	Oct 21, 1913	1923	P. S. C. 2nd D.	1,120,000	1,120,000	.....	1,120,000	.....
	Wells Fargo and Co.	5	.....	1916	.....	230,000	230,000	.....	230,000	.....
	Baldwin Locomotive Works	6	.....	1916	.....	218,949	218,949	.....	218,949	.....
8	<b>Lehigh Valley:</b>									
	General con. mtge. bonds	4.5	.....	2003	Foreign corporation	.....	10,000,000	10,000,000	.....	90.00
9	<b>Delaware and Hudson:</b>									
	First and rfdg. gold mtge. bonds 1943	4	1908-1913	1943	P. S. C. 2nd D.	32,204,000	4,500,000	4,500,000	.....	95.00
10	<b>Northern Central:</b>									
	Ground rents	4 & 6	.....	Var.	.....	.....	60,839	.....	.....	.....
13	<b>Buffalo, Rochester and Pittsburgh:</b>									
	Consolidated mortgage bonds	4.5	Apr 30, 1907	1957	Board R.R. Comrs. of N.Y.	24,777,000	1,400,000	1,400,000	.....	102.14
	Equipment Trust bonds, Series G	4	1909, '12, '13	1929	P. S. C. 2nd D.	3,000,000	887,000	.....	887,000	.....
	Equipment Trust bonds, Series H	5	1913, 1914	1930	P. S. C. 2nd D.	2,000,000	2,000,000	.....	2,000,000	.....
17	<b>New York, Susquehanna and Western:</b>									
	Equipment Trust certificates, Series B	5	.....	1923	Foreign corporation	.....	425,000	.....	425,000	.....
18	<b>Lehigh and New England:</b>									
	Equipment Trust certificates, Series D	4.5	.....	1929	Foreign corporation	.....	600,000	.....	600,000	.....
19b	<b>Pittsburg, S. and N. (Revr.'s operations):</b>									
	Baldwin Loco. Wks. Mogul Trust No. 2 notes	6	Jan 22, 1914	1917	P. S. C. 2nd D.	15,709	15,709	.....	15,709	.....
21b	<b>Buffalo and Susquehanna R.R. Corp.:</b>									
	First mortgage gold bonds	4	Dec 30, 1913	1963	Foreign corporation	10,000,000	6,959,000	.....	6,959,000	.....
	Equipment Trust certificates, Series A	5	.....	1916		.....	215,000	.....	215,000	.....
	Equipment Trust certificates, Series C	5	.....	1917		.....	360,000	.....	360,000	.....
	Equipment Trust certificates, Series D	5	.....	1917		.....	120,000	.....	120,000	.....
36b	<b>Central New York Southern R.R. Corp.:</b>									
	First and coll. tr. mtge. gold bonds	5	1914	1964	P. S. C. 2nd D.	1,000,000	1,000,000	256,000	744,000	.....
37	<b>Norwood and St. Lawrence:</b>									
	First mortgage bonds	5	Apr 1, 1902	1932	Board R.R. Comrs. of N.Y.	300,000	1,000	1,000	.....	100.00
39	<b>Middletown and Unionville:</b>									
	Mortgage bonds	6	Nov 26, 1913	1933	P. S. C. 2nd D.	500,000	200,000	.....	.....	.....
	Income bonds	6	Nov 26, 1913	1933	P. S. C. 2nd D.	250,000	250,000	.....	.....	.....
55	<b>Carthage and Copenhagen:</b>									
	First mortgage bonds	6	Oct 14, 1908	1928	P. S. C. 2nd D.	75,000	1,000	.....	.....	.....
61	<b>Keeseville, Ausable Chasm and Lake C.:</b>									
	Note secured by mtge. on locomotive	6	.....	.....	.....	.....	10,350	.....	10,350	.....

<sup>1</sup> Assumed on merger of Holidaysburg, Bedford and Cumberland Railroad Company.

<sup>2</sup> The New York Central and Hudson River Railroad Company and The Lake Shore and Michigan Southern Railway Company jointly authorized to issue \$12,547,000 equipment bonds under this indenture.

<sup>3</sup> Issued on reorganization.

<sup>4</sup> Assumed on purchase from Buffalo and Susquehanna Railway Company of the equipment covered by these obligations.

<sup>5</sup> Of this amount, \$488,000 bonds were exchanged for a like amount of bonds of Ithaca Street Railway Company, and \$256,000 were given in part payment for the property owned by former The New York, Auburn and Lansing Railroad Company and its Receivers, including all the property sold on foreclosure of the first mortgage of The New York, Auburn and Lansing Railroad Company, but exclusive of the so called Remington power plant and its appurtenances.

<sup>6</sup> Bonds of Middletown and Unionville Railroad Company were issued for \$22,702 cash and in part payment of the purchase price of the property formerly owned by Middletown, Unionville and Water Gap Railroad Company.



TABLE 106 a: CAPITAL STOCKS, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914

The figures given are for the actually outstanding capital stocks (i. e. stocks not held by or for the issuing corporation) of the corporation as a whole; they are not segregated according to state lines nor with regard to railroad operations and other operations. Stock not otherwise specifically described is common. The amount shown under "Par value authorized" is the amount already legally issued in addition to the amount which the respondent claims may be issued without further approval by state or other public authority. The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 27.

Corp'n No.	Name of corporation and class of stock	Par value		Cash realized on amount issued	Par value actually outstanding June 30, 1914	Dividends declared during year	
		*Authorized	Actually issued			Rate	Amount
		Dollars	Dollars	Dollars	Dollars	%	Dollars
1	Pennsylvania.....	600,000,000	499,265,700	.....	499,203,600	6	29,770,865
	Premiums realized on capital stocks.....	.....	.....	.....	7,254,248	.....	.....
2	New York Central and Hudson River.....	225,581,100	225,581,066	1.....	225,579,170	5	11,278,517
3	New York, New Haven and Hartford.....	238,936,400	180,017,000	2 24,358,600	157,117,900	1.5	2,356,769
	Premiums realized on capital stocks <sup>3</sup> .....	.....	.....	.....	19,282,887	.....	.....
4	Lake Shore and Michigan Southern.....	49,466,500	49,466,500	.....	49,462,600	18	8,903,268
	Guaranteed 10 per cent.....	533,500	533,500	.....	533,500	18	96,030
5	Erie.....	.....	112,378,900	.....	112,378,900	.....	.....
	First preferred non-cumulative.....	.....	47,892,400	4.....	47,892,400	.....	.....
	Second preferred non-cumulative.....	.....	16,000,000	.....	16,000,000	.....	.....
6	Boston and Maine.....	39,520,525	39,505,100	5 35,154,781	39,505,391	.....	.....
	Preferred.....	3,149,800	3,149,800	.....	3,149,800	.....	.....
	Premiums realized on capital stocks <sup>3</sup> .....	.....	.....	.....	6,501,620	.....	.....
7	Delaware, Lackawanna and Western.....	42,277,000	42,220,400	6 2,895,900	42,220,400	20	6,632,620
	Premiums realized on capital stocks <sup>3</sup> .....	.....	.....	.....	70,720	.....	.....
8	Lehigh Valley.....	80,000,000	60,501,700	60,501,700	60,501,700	10	6,050,170
	Preferred.....	125,000	106,300	106,300	106,300	10	10,630
9	Delaware and Hudson.....	55,711,500	43,791,500	.....	42,502,600	9	3,825,234
10	Northern Central.....	20,000,000	19,342,500	7 17,271,442	19,342,500	8	1,547,400
	Receipts outstanding for instalments paid.....	.....	.....	.....	50	.....	.....
11	Long Island.....	12,000,000	12,000,000	.....	12,000,000	.....	.....
12	New York, Chicago and St. Louis.....	14,000,000	14,000,000	.....	13,989,600	.....	.....
	First preferred.....	5,000,000	5,000,000	8.....	4,997,900	2.5	124,947
	Second preferred.....	11,000,000	11,000,000	.....	10,999,800	2.5	274,995
13	Buffalo, Rochester and Pittsburgh.....	12,000,000	10,500,000	9 3,500,000	10,500,000	6	630,000
	Preferred.....	6,000,000	6,000,000	9.....	6,000,000	6	360,000
14	New York, Ontario and Western.....	63,000,000	58,113,983	58,113,983	58,113,983	.....	.....
	Preferred.....	2,000,000	2,000,000	10 4,000,000	4,000,000	6	210
15	Central New England.....	4,800,000	4,800,000	11.....	4,800,000	.....	.....
	Preferred.....	3,750,000	3,750,000	.....	12 3,747,400	4	149,888
16	Rutland.....	199,400	199,355	.....	199,355	.....	.....
	Preferred.....	9,057,600	8,954,500	.....	8,954,500	.....	.....
17	New York, Susquehanna and Western.....	.....	13,000,000	.....	13,000,000	.....	.....
	Preferred.....	.....	13,000,000	.....	12,999,500	.....	.....
18	Lehigh and New England.....	7,500,000	4,645,000	13 3,645,000	4,645,000	8	361,600
19a	Pittsburg, Shawmut and N. (Corp. transactions).....	15,000,000	15,000,000	14.....	15,000,000	.....	.....
20	Lehigh and Hudson River.....	1,720,000	1,340,000	1,340,000	1,340,000	4	53,600
21b	Buffalo and Susquehanna Railroad Corp.....	3,000,000	3,000,000	15.....	3,000,000	.....	.....
	Preferred.....	4,000,000	4,000,000	16.....	4,000,000	.....	.....
22	Ulster and Delaware.....	3,000,000	1,900,000	16.....	1,900,000	3	57,000
23	New Jersey and New York.....	2,000,000	1,440,800	1,440,800	1,440,800	.....	.....
	Preferred.....	800,000	787,800	.....	787,800	.....	.....
24	South Buffalo.....	500,000	500,000	.....	500,000	.....	.....
25a	Buffalo and Susquehanna Ry. (Corp. transactions).....	10,000,000	10,000,000	17 86,200	10,000,000	.....	.....
28	Fonda, Johnstown and Gloversville.....	2,500,000	2,500,000	.....	2,500,000	.....	.....
	Preferred.....	500,000	500,000	.....	500,000	6	30,000
29	Terminal Railway of Buffalo.....	1,000,000	1,000,000	18 11,000	1,000,000	.....	.....
30	Genesee and Wyoming.....	500,000	500,000	19.....	500,000	6	30,000
31	Lake Champlain and Moriah.....	400,000	400,000	.....	400,000	10	40,000
32	Connecting Terminal.....	20,000	20,000	.....	20,000	.....	.....
33	Delaware and Northern.....	1,000,000	1,000,000	20.....	1,000,000	.....	.....
	Preferred.....	250,000	250,000	20 125,000	250,000	6	15,000
34	Greenwich and Johnsonville.....	225,000	225,000	22 120,500	225,000	6	13,500
35	New York and Pennsylvania.....	570,000	570,000	.....	570,000	.....	.....
36b	Central New York Southern Railroad Corporation.....	375,000	375,000	23.....	375,000	.....	.....
	Preferred.....	725,000	725,000	23.....	725,000	.....	.....
37	Norwood and St. Lawrence.....	250,000	250,000	24.....	250,000	5	2,083
38	Niagara Junction.....	160,000	160,000	25.....	160,000	.....	.....
	First preferred.....	140,000	140,000	.....	134,500	14	18,830
39	Middletown and Unionville.....	150,000	150,000	26.....	150,000	.....	.....

<sup>1</sup> \$2,851,766 issued in exchange for stock of consolidated corporations.

<sup>2</sup> Of \$121,878,100 outstanding June 30, 1907, \$24,358,600 was reported as issued for cash (amount realized \$35,871,529); \$45,500,000 "created by merger" of Hartford and New Haven Railroad Company and of Consolidated Railway Company; \$35,807,600 "used to acquire capital stock and evidences of indebtedness of other companies"; and \$16,211,900 for convertible debenture certificates. Of the \$58,138,900 net increase in "Par value actually issued" since that date, \$13,489,700 appears to have been issued for convertible debenture certificates and \$44,649,200 for "Receipts outstanding for instalments paid".

<sup>3</sup> Since July 1, 1909.

<sup>4</sup> \$146,000,000 issued in connection with reorganization in 1895; \$25,271,300 for capital stock of New York, Susquehanna and Western Railroad Company and \$5,000,000 for stock of Pennsylvania Coal Company.

<sup>5</sup> 102,616 shares of common and entire issue of preferred stock issued for purchase of other roads.

<sup>6</sup> Remainder issued for construction and for purchase of railway and other properties, and for acquisition of securities.

<sup>7</sup> Amount realized on issue of \$13,681,700. Of remainder of issue, \$601,700 was issued for purchase of securities, \$2,260,000 for reorganization purposes, and \$2,799,150 for dividends.

<sup>8</sup> Issued for reorganization purposes; first preferred stock issued for cash contributions by former stockholders on basis of 10% of their stock holdings; common and second preferred issued in exchange for common and preferred stock of reorganized company in the proportion of two shares of the old for one of the new issue.

<sup>9</sup> Entire preferred stock and \$6,000,000 common stock issued upon consolidation for \$4,800,000 common and \$6,000,000 preferred stock of Buffalo, Rochester and Pittsburgh Railroad Company, and for \$1,200,000 common stock of Pittsburgh and State Line Railway Company. July 1, 1902, \$1,000,000 common stock was issued for debenture bonds exchanged at par.

<sup>10</sup> Includes \$500 in fractional scrip not entitled to dividends.

<sup>11</sup> 34,500 shares common and 31,500 shares preferred stock issued for stock of Philadelphia, Reading and New England Railroad Company, 13,500 shares common and 6000 shares preferred stock issued for stock of Poughkeepsie Bridge Company; Dutchess County Railroad Company; Newburgh, Dutchess and Connecticut Railroad Company; and Poughkeepsie and Eastern Railway Company.

<sup>12</sup> Includes \$200 in fractional scrip not entitled to dividends.

<sup>13</sup> Remainder issued in part payment for road.

<sup>14</sup> Issued for purchase of road, stocks of other companies, and as payment for road built under contract.

<sup>15</sup> Issued for reorganization.

<sup>16</sup> 17,946 shares issued as per agreement of consolidation January 1, 1902, to retire stock of The Ulster and Delaware Railroad Company; 1054 shares issued holders of second mortgage bonds to adjust difference in value between 5 per cent second mortgage bonds exchanged for 4 per cent first refunding mortgage bonds.

<sup>17</sup> Remainder issued in exchange for common stock of Buffalo and Susquehanna Railroad Company.

<sup>18</sup> Remainder issued for construction.

<sup>19</sup> Issued in part payment for purchase of constructed road and equipment.

<sup>20</sup> \$1,000,000 common and \$125,000 preferred stock issued for railroad property and franchises of Delaware and Eastern Railroad Company.

<sup>21</sup> Not "declared payable"; is described as an appropriation "for guidance in the finances of the company," representing cumulative dividends on preferred stock.

<sup>22</sup> 750 shares issued for consolidation and 295 shares issued for stock dividend.

<sup>23</sup> Issued to acquire the property of former The New York, Auburn and Lansing Railroad Company and the capital stock of Ithaca Street Railway Company.

<sup>24</sup> \$142,500 issued for construction; \$107,500 issued for stock of Raymondville and Waddington Railroad Company, January 6, 1909.

<sup>25</sup> Issued for right of way.

<sup>26</sup> Issued in part payment of the purchase price of the property of Middletown, Unionville and Water Gap Railroad Company.

TABLE 106 a: CAPITAL STOCKS, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (concluded)

The figures given are for the actually outstanding capital stocks (*i. e.* stocks not held by or for the issuing corporation) of the corporation as a whole; they are not segregated according to state lines nor with regard to railroad operations and other operations. Stock not otherwise specifically described is common.

The amount shown under "Par value authorized" is the amount already legally issued in addition to the amount which the respondent claims may be issued without further approval by state or other public authority.

The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 27.

Corp'n No.	Name of corporation and class of stock	Par value		Cash realized on amount issued	Par value actually outstanding June 30, 1914	Dividends declared during year	
		Authorized	Actually issued			Rate	Amount
		Dollars	Dollars	Dollars	Dollars	%	Dollars
40	Unadilla Valley.....	200,000	200,000	<sup>25</sup> 1,600	200,000	.....	.....
41	United States and Canada.....	230,000	230,000	218,925	230,000	.....	.....
42	Skaneateles.....	100,000	100,000	100,000	100,000	.....	.....
43	Cooperstown and Charlotte Valley.....	45,000	45,000	<sup>27</sup> 14,700	45,000	.....	.....
44	Catskill Mountain.....	89,000	89,000	<sup>28</sup> .....	89,000	.....	.....
45	Lowville and Beaver River.....	150,000	140,520	140,520	140,520	.....	.....
	First preferred.....	50,000	35,233	35,233	35,233	5	1,742
46	Buffalo, Attica and Arcade.....	330,000	330,000	<sup>29</sup> 33,000	330,000	.....	.....
47	Dansville and Mount Morris.....	50,000	50,000	50,000	50,000	.....	.....
48	Bath and Hammondsport.....	100,000	100,000	100,000	100,000	.....	.....
49	Owasco River.....	30,000	30,000	30,000	30,000	10	3,000
50	Raquette Lake.....	250,000	250,000	<sup>18</sup> 28,500	250,000	.....	.....
51	Sterling Mountain.....	80,000	80,000	80,000	80,000	.....	.....
52	Schoharie Valley.....	100,000	100,000	100,000	100,000	6	6,000
53	Marcellus and Otisco Lake.....	200,000	200,000	<sup>30</sup> .....	200,000	.....	.....
54	Adirondack and St. Lawrence.....	100,000	100,000	<sup>31</sup> 3,700	100,000	.....	.....
55	Carthage and Copenhagen.....	100,000	62,800	62,800	62,800	.....	.....
56a	Newark and Marion (Corp. transactions).....	100,000	100,000	<sup>32</sup> .....	100,000	.....	.....
57	Kanona and Prattsburgh.....	120,000	120,000	120,000	120,000	.....	.....
58	Champlain and St. Lawrence.....	50,000	50,000	50,000	50,000	.....	.....
59	Glenfield and Western.....	150,000	150,000	150,000	150,000	.....	.....
60	Middleburgh & Schoharie.....	100,000	88,500	88,500	88,500	3	2,655
61	Keeseville, Ausable Chasm and Lake Champlain.....	60,000	60,000	<sup>19</sup> 30,710	60,000	.....	.....
62	Otis.....	65,000	65,000	<sup>29</sup> .....	65,000	.....	.....
63	Fulton Chain.....	21,000	21,000	<sup>31</sup> 4,000	21,000	.....	.....
64	Dexter and Northern.....	20,000	2,000	2,000	2,000	.....	.....
65	Catskill and Tannersville.....	55,000	55,000	55,000	55,000	.....	.....
	Guaranteed common <sup>34</sup> .....	25,000	25,000	25,000	25,000	6	1,500
66	Cranberry Lake.....	80,000	80,000	80,000	80,000	.....	.....
Totals.....			1,556,407,857	.....	1,563,244,477	.....	72,648,053

<sup>18</sup> Remainder issued for construction.

<sup>27</sup> Other consideration not known.

<sup>28</sup> Issued for organization.

<sup>29</sup> Remainder issued for property of Attica and Freedom Railroad Company.

<sup>30</sup> Issued for purchase of road.

<sup>31</sup> Remainder issued for property.

<sup>32</sup> Issued for construction.

<sup>33</sup> "2929 shares stock issued to contractors to electrify the road, declared void by Court's decision in Fall of 1910 but not actually returned." ~~2929 shares~~

<sup>34</sup> Six per cent annual dividend guaranteed by Catskill Mountain Railway Company.

<sup>35</sup> Remainder issued for railroad property purchased on reorganization.

TABLE 106 b: CAPITAL STOCKS ISSUED, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914

Only those corporations are included which report any capital stock issued during the year.

The amount shown under "Par value authorized" is the amount already legally issued in addition to the amount which the respondent claims may be issued without further approval by state or other public authority.

The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 27.

Corp. No.	Name of corporation and class of stock	Date of authorization	New York State authority claimed	Par value				Average price realized per cent of par
				Authorized	Issued during year	Issued for cash	Issued for other consideration	
1	Pennsylvania:			Dollars	Dollars	Dollars	Dollars	
	Common stock.....		Foreign corporation.....	600,000,000	6,884,380	<sup>1</sup> .....	16,884,380	103.09
	Premiums realized on capital stocks.....		.....		204,048	204,048		.....
7	Delaware, Lackawanna and Western:							
	Common stock.....		Foreign corporation.....	42,277,000	12,076,400	.....	12,076,400	100.00
16	Rutland:							
	Preferred stock.....		Foreign corporation.....	.....	<sup>2</sup> 500	.....	<sup>2</sup> 500	.....
18	Lehigh and New England:							
	Common stock.....		Foreign corporation.....	.....	500,000	500,000	.....	100.00
21b	Buffalo and Susquehanna R.R. Corp.:							
	Common stock.....	Dec 30, 1913	Foreign corporation.....	3,000,000	<sup>3</sup> 3,000,000	.....	<sup>3</sup> 3,000,000	.....
	Preferred stock.....	Dec 30, 1913	Foreign corporation.....	4,000,000	<sup>2</sup> 4,000,000	.....	<sup>2</sup> 4,000,000	.....
36b	Central New York Southern R.R. Corp.:							
	Common stock.....	Aug 4, 1914	P. S. C. 2nd Dist.....	375,000	<sup>5</sup> 375,000	.....	<sup>5</sup> 375,000	.....
	Preferred stock.....	Aug 4, 1914	P. S. C. 2nd Dist.....	725,000	<sup>5</sup> 725,000	.....	<sup>5</sup> 725,000	.....
39	Middletown and Unionville:							
	Common stock.....	Nov 26, 1913	P. S. C. 2nd Dist.....	150,000	<sup>4</sup> 150,000	.....	<sup>4</sup> 150,000	.....
45	Lowville and Beaver River:							
	Preferred stock.....	Aug 14, 1905	Board of R.R. Comrs. of N. Y. ....	50,000	500	500	.....	100.00
55	Carthage and Copenhagen:							
	Common stock.....		.....	.....	200	200	.....	.....

<sup>1</sup> The stock was issued "for the retirement of securities and for general corporate purposes; the stock was sold for par except 31,005½ shares which were sold at various times and various prices which brought an aggregate of \$1,754,323". It is not clear from the foregoing quotation whether all stock was actually sold for cash or whether some was exchanged directly for other securities outstanding.

<sup>2</sup> Issued in exchange for ten shares of stock of Chatham and Lebanon Valley Railroad Company, canceled September, 1913.

<sup>3</sup> Issued for reorganization.

<sup>4</sup> Issued in part payment of purchase price of the property of Middletown, Unionville and Water Gap Railroad Company.

<sup>5</sup> Issued to acquire the property of former The New York, Auburn and Lansing Railroad Company and the capital stock of Ithaca Street Railway Company.





[illegible]





12	A	New York, Chicago and St. Louis:	Buffalo—Silver Creek; Dunkirk—Indiana—Illinois state line.	12.2	7.84	36.44
	C	New York, Chicago and St. Louis.	Silver Creek—Dunkirk.			
	E	Lake Shore and Michigan Southern.	In Buffalo.			
13	Aa	Buffalo, Rochester and Pittsburgh:	Rochester—Ashford.			
	Aa	Buffalo, Rochester and Pittsburgh.	Buffalo Creek—J. & B. Junction, Penna.			
	Ab	Buffalo, Rochester and Pittsburgh.	Lincoln Park—Charlotte.			
	Ab	Dock Branch.	Dock Junction—Genesee Dock.			
	Ab	Rochester Belt Line.	Silver Lake Junction—Perry.			
	Ab	Silver Lake Branch.	East Salamanca—Salamanca.			
	Ab	Salamanca Branch.	Buffalo Creek—Buffalo.			
	E	Buffalo Creek.	Connection with Pfaunder Works, Lincoln Park, N. Y.			
	E	Pennsylvania.	East Buffalo—Buffalo.			
	E	New York Central and Hudson River.	Cornwall—Oswego.			
14	E	New York, Ontario and Western:	Summitville—Ellenville.			
	Aa	New York, Ontario and Western.	Walton—Delhi.			
	Ab	Ellenville Branch.	New Berlin Junction—New Berlin.			
	Ab	Delhi Branch.	Pecksport—Whites Corners.			
	B	New Berlin Branch.	New Berlin—Edmeston.			
	C	Pecksport Connecting.	Cadonia—Scranton, Penna.			
	C	Wharton Valley.	Port Jervis—Monticello.			
	C	Ontario, Carbondale and Scranton.	Valley Junction—Summitville.			
	D	Port Jervis, Monticello and Summitville.	Ellenville—Kingston.			
	D	Port Jervis, Monticello and Summitville.	Randallville—Utica.			
	D	Ellenville and Kingston.	Clinton—Rome.			
	D	Utica, Clinton and Binghamton.	Cornwall—Weehawken, N. J.			
	D	Rome and Clinton.	In Port Jervis.			
	E	West Shore.				
	E	Eric.				
15	E	Central New England:	Campbell Hall—Poughkeepsie Junction.			
	Aa	Central New England.	Rhinecliff Junction—Silvernails.			
	Ab	Central New England.	Poughkeepsie Junction—Hopewell Junction.			
	Ab	Central New England.	Poughkeepsie Junction—State line.			
	Ab	Central New England.	Poughkeepsie Junction—Boston Corners.			
	Ab	Central New England.	Rhinecliff—Hartford, Conn.			
	C	Hartford and Connecticut Western.	Wicopee Junction—Fishkill Landing.			
	C	New York, New Haven and Hartford.	Hopewell—Danbury, Conn.			
	D	New York, New Haven and Hartford.	Chatham—North Bennington, Vt.			
16	D	New York, New Haven and Hartford.	Ogdensburg—Albany, Vt.			
	A	Rutland.	Fort Ticonderoga—Leicester Junction, Vt.			
	A	Rutland.	Liberty Corners—Pine Island Junction.			
	C	Adirondack.	Glenwood Junction—Glenwood.			
18	C	Lehigh and New England:	Alba—Empire Quarries.			
	D	Campbell Hall Connecting.	Pine Island Junction—Campbell Hall.			
	D	Pochuck.	Wayland Junction—Hyde, Penna.			
	D	Pochuck.	Prosser—Olean.			
	E	Pochuck.	Moraine—Hornell.			
19b	E	Pittsburg, Shawmut and Northern (Rev. 's operations):	Wayland—Wayland Junction.			
	Aa	Pittsburg, Shawmut and Northern.	Maybrook—Belvidere, N. J.			
	Aa	Pittsburg, Shawmut and Northern.	Addison—Pennsylvania—State line.			
	Aa	Pittsburg, Shawmut and Northern.	Wellsville—Pennsylvania—State line.			
	D	Rochester, Hornell and Lackawanna.	Kingston Point—Oneonta.			
	E	Delaware, Lackawanna and Western.	Phoenicia—Kaaterskill.			
20	E	Lehigh and Hudson River:	Kaaterskill Junction—Hunter.			
	A	Lehigh and Hudson River.	Stony Point Junction—N. J. & N. Y. Junction.			
21b	A	Buffalo and Susquehanna Railroad Corporation:	Stony Point Junction—Stony Point.			
	C	Addison and Susquehanna.	Nanuet—New City.			
	C	Wellsville, Coudersport and Pine Creek.	Stony Point Junction—Haverstraw.			
22	Aa	Ulster and Delaware:	Miner's Creek—Garnersville Print Works.			
	Ab	Ulster and Delaware.	Nanuet—Spring Valley.			
	Ab	Ulster and Delaware.	Buffalo—Lackawanna.			
23	Ab	New Jersey and New York:	Buffalo—Lackawanna.			
	Ab	New Jersey and New York.	In Lackawanna Steel Company's Plant Yard.			
	Ab	New Jersey and New York.	Delaware, Lackawanna and Western.			
	C	New Jersey and New York Extension.	Delaware, Lackawanna and Western.			
	D	Garnersville.	Buffalo and Susquehanna Railway (Rev. 's operations):			
	E	Eric.	Buffalo and Susquehanna.			
24	E	South Buffalo:	Buffalo and Susquehanna.			
	Aa	South Buffalo.	Buffalo and Susquehanna.			
	Ab	South Buffalo.	Buffalo and Susquehanna.			
	Ab	South Buffalo.	Buffalo and Susquehanna.			
25b	E	Delaware, Lackawanna and Western:	Buffalo and Susquehanna.			
	E	Delaware, Lackawanna and Western.	Buffalo and Susquehanna.			
	E	Buffalo and Susquehanna Railway (Rev. 's operations):	Buffalo and Susquehanna.			
	Ab	Buffalo and Susquehanna.	Buffalo and Susquehanna.			
	Ab	Buffalo and Susquehanna.	Buffalo and Susquehanna.			
	E	Lake Shore and Michigan Southern.	Buffalo and Susquehanna.			
	E	New York Central and Hudson River.	Buffalo and Susquehanna.			

1 Represents 0.17 mile leased and 0.20 mile owned.



TABLE 107 a: LOCATION AND LENGTH OF ROAD OPERATED WITHIN THE STATE OF NEW YORK, OPERATING STEAM RAILROAD CORPORATIONS, JUNE 30, 1914 (concluded)

The roads are grouped under the name of the operating corporation into classes, as follows: (A) Line owned by the operating corporation; (B) branches and spurs; (C) Line owned by corporation all of whose capital stock is held by the operating corporation; (D) Line operated under lease for a definite annual rent; (E) Line operated under contract of agreement, or where the rent is contingent on earnings or other consideration; (F) Line operated under trackage rights. The length of road stated is confined to that portion lying within the State of New York; if any portion of the road lying between the termini named is outside the State of New York, only the length within the State, marked by an asterisk (\*), is given, and in the next column its percentage to the entire length of road between the termini named is indicated.

This table does not include steam railroad mileage under the exclusive jurisdiction of the Public Service Commission, First District.

The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 27.

No. and class	Name of corporation and road operated	Termini	Length of road in New York Miles	Per cent in New York	Additional tracks in New York			
					Second main track Miles	Third main track Miles	Other main track Miles	Sidings and yard tracks Miles
26	Buffalo Creek:	N. Y. C. & H. R. Junction—Peek Slip.	4.08		4.12	2.48	.93	12.75
C	Buffalo Creek.	Elk street—Delaware, Lackawanna and Western right of way, Buffalo.	.80					.97
C	Buffalo Creek.	Beach and Island Junction—Outer Lot 48.	.82		.75			.94
C	Buffalo Creek.	Outer Lot 48—United States Government lands.	.93					
E	Pennsylvania.	Dunkirk—Titusville, Penna.	*42.26	46.7				7.71
27	Dunkirk, Allegheny Valley and Pittsburgh:	Fonda—Northville.	25.47					8.31
D	Dunkirk, Allegheny Valley and Pittsburgh.	Broadalbin Junction—Broadalbin.	6.15					.67
28	Fonda, Johnstown and Gloversville:	Depew—West Seneca.	11.02		11.02			57.85
A	Fonda, Johnstown and Gloversville.	Retsof—Pittsburgh and Lehigh Junction.	10.66					1.85
Aa	Gloversville and Broadalbin.	Retsof Junction—Greigsville.	3.73					
Aa	Gloversville and Broadalbin.	Retsof yard.	1.77					
Ab	Gloversville and Broadalbin.	Halite—Covadale.	3.20					1.05
D	Halite and Northern.	Port Henry—Mineville.	7.00					17.36
31	Lake Champlain and Moriah:	In Buffalo.	1.00					2.08
A	Lake Champlain and Moriah.	Arville—East Branch.	37.52					5.00
32	Connecting Terminal:	Andes Junction—Andes.	8.37					4.14
A	Connecting Terminal.	Johnsonville—Schuylerville.	21.15					5.00
33	Delaware and Northern:	Canisteo—Ceres.	*27.28	48.6				4.21
Aa	Delaware and Northern.	Auburn—Renwick Junction.	34.62					
Ab	Delaware and Northern.	Main line, Auburn—Columbia Rope Co.	.41					
Ab	Delaware and Northern.	South Lansing—Rogues Harbor.	.49					.09
Ab	Delaware and Northern.	Main line—Power plant.	.27					
Ab	Delaware and Northern.	Junction—Auburn Station.	.15					
C	Delaware and Northern.	Renwick Junction—Ithaca.	1.73					
E	New York and Pennsylvania:	Norwood—Waddington.	18.02					1.50
36b	Central New York Southern Railroad Corporation:	Portage Road, Niagara Falls—Pflechers Corners.	3.18					8.16
Aa	Central New York Southern.	Middletown—State line.	14.30					3.30
Ab	Central New York Southern.	Bridgewater—New Berlin.	19.14				1.79	1.79
Ab	Central New York Southern.	International Boundary—Massena Springs.	22.18					2.30
Ab	Central New York Southern.	Skaneateles Junction—Skaneateles.	5.00					1.25
C	New York Central and Hudson River.	Cooperstown—Cooperstown Junction.	15.78					2.51
E	Ithaca Trade and St. Lawrence:	Catskill—Palenville.	15.75					2.12
37	Norwood and St. Lawrence:	Cairo Junction—Cairo.	3.77					.31
A	Norwood and St. Lawrence.	Lowville—Croghan.	10.44					3.19
38	Niagara Junction:	Attica—Arcade.	26.29					2.60
A	Niagara Junction.	Arcade—Arcade Junction.	1.39					
39	Middletown and Unionville:	Dansville—Mount Morris town line.	12.25					2.73
A	Middletown and Unionville.	Sonyea—Pennsylvania Railroad.	2.35					
40	Unadilla Valley:	Mount Morris town line—Erie depot, Mount Morris.	10.00					1.00
A	Unadilla Valley.	Bath—Hammondsport.						
41	United States and Canada:							
A	United States and Canada.							
42	Skaneateles:							
A	Skaneateles.							
43	Cooperstown and Charlotte Valley:							
A	Cooperstown and Charlotte Valley.							
44	Catskill Mountain:							
A	Catskill Mountain.							
45	Lowville and Beaver River:							
A	Lowville and Beaver River.							
46	Buffalo, Attica and Arcade:							
A	Buffalo, Attica and Arcade.							
E	Buffalo and Susquehanna Ry.							
47	Dansville and Mount Morris:							
Aa	Dansville and Mount Morris.							
Ab	Sonyea Branch.							
C	Avon, Genesee and Mount Morris.							
48	Bath and Hammondsport:							
A	Bath and Hammondsport.							





TABLE 107 b: LENGTH OF ROAD AND CLASSIFICATION OF TRACK MILEAGE WITHIN THE STATE OF NEW YORK, OPERATING STEAM RAILROAD CORPORATIONS, JUNE 30, 1914

This table shows the miles of road (or first or single track), the portion of road in New York state, and the miles of other tracks in New York state to which the corporations named had on June 30, 1914, right of possession or occupancy for purposes of operation.  
 This table does not include steam railroad mileage under the exclusive jurisdiction of the Public Service Commission, First District.  
 The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 27.

Corp. No.	Name of corporation	Entire length of road operated	Portion in New York						Operated under trackage rights or joint agreement				Corp. No.		
			Road or 1st main track	Per cent of total length	2nd main track	3rd main track	Other main track	Sidings, etc.	Yard tracks	Total track mileage	Road or 1st main track	2nd main track		3rd and other tracks	Total all tracks
		Miles	Miles		Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	
1	Pennsylvania	4,083.54	347.22	8.50	57.44	6.60	5.07	107.38	167.99	691.70	243.83	23.51	12.11	60.46	1
2	New York Central and Hudson River <sup>1</sup>	3,756.71	2,690.89	71.63	1,244.43	413.49	378.93	975.20	1,459.96	7,162.90	273.14	13.52	9.5	83.37	2
3	New York, New Haven and Hartford	2,003.10	37.26	1.86	36.72	36.82	55.15	3.20	154.01	323.16	68.90	11.99	61.98	85.88	3
4	Lake Shore and Michigan Southern	1,852.90	68.45	3.69	67.79	61.21	61.01	94.81	.....	353.27	190.39	.....	.....	5.66	4
5	Erie	1,987.84	948.40	47.72	469.35	.....	.....	165.02	485.39	2,070.01	55.54	.....	.....	5.61	5
6	Boston and Maine	2,255.10	121.73	5.40	51.47	.....	.....	83.69	.....	256.89	28.96	8.94	.....	10.97	6
7	Delaware, Lackawanna and Western	959.81	494.47	51.51	249.91	.....	.....	364.57	.....	1,108.95	15.08	.....	.....	20.70	7
8	Lehigh Valley	1,443.74	639.15	43.66	211.79	12.07	.....	335.24	.....	1,237.25	43.77	.....	.....	52.79	8
9	Delaware and Hudson	880.55	724.42	82.27	266.02	.....	.....	462.70	.....	1,453.14	97.53	60.90	.....	121.77	9
10	Northern Central	472.24	111.44	23.60	6.76	.....	.....	30.07	31.77	1,480.64	23.22	5.28	6.69	17.25	10
11	Long Island	398.48	398.48	.....	155.49	29.36	18.58	234.12	.....	836.03	3.82	3.82	.....	7.64	11
12	New York, Chicago and St. Louis	523.02	69.67	13.32	7.84	.....	.....	20.08	16.36	113.95	10.50	1.60	.....	1.60	12
13	Buffalo, Rochester and Pittsburgh	586.48	191.52	32.66	45.43	.....	.....	79.17	65.01	381.13	129.52	7.67	.....	15.33	13
14	New York, Ontario and Western	368.46	417.30	83.96	142.65	.....	.....	34.30	187.86	842.11	54.75	34.94	.....	69.53	14
15	Central New England	303.82	213.04	70.12	66.59	.....	.....	47.04	71.84	398.51	3.50	.....	.....	.....	15
16	Rutland	468.11	170.91	36.51	.....	.....	.....	47.20	.....	218.11	53.00	.....	.....	.....	16
17	New York, Susquehanna and Western <sup>1</sup>	140.14	.....	.....	.....	.....	.....	.....	.....	.....	8.49	.....	.....	.....	17
18	Lehigh and New England	293.58	24.07	8.20	.....	.....	.....	89	.....	24.96	99.65	16.84	.....	16.84	18
19b	Pittsburg, Shawmut and Northern (Rev. 's operations)	294.06	89.99	30.60	.....	.....	.....	9.87	18.55	118.41	10.24	1.24	.....	1.24	19b
20	Lehigh and Hudson River	96.60	25.20	26.09	.....	.....	.....	317.63	.....	42.83	22.00	.....	.....	.....	20
21b	Buffalo and Susquehanna Railroad Corporation	252.56	19.84	7.86	.....	.....	.....	1.45	3.64	24.93	15.44	.....	.....	.....	21b
22	Ulster and Delaware	128.88	128.88	.....	.....	.....	.....	18.80	14.73	162.41	.....	.....	.....	.....	22
23	New Jersey and New York	47.76	22.55	47.22	.....	.....	.....	2.91	3.02	28.48	9.80	2.30	.....	2.32	23
24	South Buffalo	36.01	36.01	.....	.....	.....	.....	1.53	36.14	73.86	3.00	3.00	.....	3.00	24
25b	Buffalo and Susquehanna Railway (Rev. 's operations)	91.09	91.09	.....	.....	.....	.....	16.54	3.01	110.64	5.47	.....	.....	5.47	25b
26	Buffalo Creek	6.65	6.65	.....	4.87	2.48	.....	.....	14.66	20.59	9.5	.....	.....	9.5	26
27	Dunkirk, Allegheny Valley and Pittsburgh	90.51	42.26	46.69	.....	.....	.....	7.71	.....	49.97	.....	.....	.....	.....	27
28	Fonda, Johnstown and Gloversville	31.62	31.62	.....	.....	.....	.....	2.87	6.11	40.60	.....	.....	.....	.....	28
29	Terminal Railway of Buffalo <sup>1</sup>	11.02	11.02	.....	11.02	.....	.....	74	57.11	79.89	.....	.....	.....	.....	29
30	Genesee and Wyoming	19.36	19.36	.....	.....	.....	.....	2.90	.....	22.26	.....	.....	.....	.....	30
31	Lake Champlain and Moriah	7.00	7.00	.....	.....	.....	.....	.....	17.36	24.36	.....	.....	.....	.....	31
32	Connecting Terminal	1.00	1.00	.....	.....	.....	.....	.....	2.08	3.08	.....	.....	.....	.....	32
33	Delaware and Northern	45.89	45.89	.....	.....	.....	.....	4.00	1.00	50.89	.....	.....	.....	.....	33
34	Greenwich and Johnsonville	21.15	21.15	.....	.....	.....	.....	.....	.....	25.29	.....	.....	.....	.....	34
35	New York and Pennsylvania	56.13	27.28	48.60	.....	.....	.....	5.00	.....	32.28	.....	.....	.....	.....	35
36b	Central New York Southern Railroad Corporation	37.67	37.67	.....	.....	.....	.....	2.69	1.61	41.97	61.73	.....	.....	61.73	36b
37	Norwood and St. Lawrence	18.02	18.02	.....	.....	.....	.....	.....	1.00	19.52	.....	.....	.....	.....	37
38	Niagara Junction	4.86	4.86	.....	.....	.....	.....	7.93	.....	13.02	.....	.....	.....	.....	38
39	Middletown and Unionville	14.30	14.30	.....	.....	.....	.....	2.05	1.25	17.60	.....	.....	.....	.....	39
40	Unadilla Valley	19.14	19.14	.....	.....	.....	.....	1.79	.....	20.93	.....	.....	.....	.....	40
41	United States and Canada	22.18	22.18	.....	.....	.....	.....	2.30	.....	24.48	.....	.....	.....	.....	41
42	Skaneateles	5.00	5.00	.....	.....	.....	.....	.....	1.25	6.25	.....	.....	.....	.....	42
43	Cooperstown and Charlotte Valley	723.44	23.44	.....	.....	.....	.....	.....	2.92	726.36	.....	.....	.....	.....	43
44	Catskill Mountain	19.52	19.52	.....	.....	.....	.....	1.49	1.14	22.15	.....	.....	.....	.....	44
45	Lowville and Beaver River	10.44	10.44	.....	.....	.....	.....	3.19	.....	13.63	.....	.....	.....	.....	45
46	Buffalo, Attica and Arcade	27.88	27.88	.....	.....	.....	.....	2.60	.....	30.48	1.59	.....	.....	1.59	46
47	Dansville and Mount Morris	14.88	14.88	.....	.....	.....	.....	2.73	.....	17.61	.....	.....	.....	.....	47
48	Bath and Hammondsport	10.00	10.00	.....	.....	.....	.....	.....	1.00	11.00	.....	.....	.....	.....	48
49	Owasco River	2.11	2.11	.....	.....	.....	.....	.....	.....	2.61	.....	.....	.....	4.4	49
50	Raquette Lake	24.27	24.27	.....	.....	.....	.....	3.34	.....	27.61	6.14	.....	.....	6.14	50





TABLE 108 a: EQUIPMENT IN SERVICE JUNE 30, 1914.

The figures given are for the corporation as a whole; the equipment is not segregated according to state lines. The capacity of freight cars is expressed in tons lavatory, and steel-tired wheels; all other passenger coaches are classed as second-class passenger cars. Only those corporations are included which report equipment. The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic

Corporation No.	Freight service cars															Corporation No.
	Box cars				Flat cars		Stock cars		Coal cars		Refrigerator cars		Other cars in freight service, number	Caboose cars, number	Company service cars, number	
	Capacity below 30 tons		Capacity 30 tons and upward													
	Number	Total capacity	Number	Total capacity	Number	Total capacity	Number	Total capacity	Number	Total capacity	Number	Total capacity				
1	2	<i>Tons</i> 45	46,807	<i>Tons</i> 2,074,520	2,098	<i>Tons</i> 103,935	695	<i>Tons</i> 23,800	97,146	<i>Tons</i> 4,763,928	5,825	<i>Tons</i> 248,755	573	1,705	2,228	1
2	242	5,765	40,645	1,494,170	5,082	191,930	555	15,555	24,953	1,093,088	5,546	175,995	.....	1,064	4,935	2
3	74	1,360	25,039	770,940	1,752	65,383	.....	.....	8,603	327,680	249	7,470	.....	335	1,055	3
4	87	2,155	22,634	861,750	2,949	87,320	879	22,513	26,530	1,242,545	3,881	126,105	.....	507	2,162	4
5	62	1,510	28,720	1,039,445	1,446	64,460	79	2,335	21,269	968,830	1,351	40,530	.....	543	2,239	5
6	345	7,455	13,097	404,180	1,470	43,630	128	3,720	8,274	265,650	344	10,020	.....	425	1,254	6
7	.....	.....	15,287	458,610	110	3,300	195	5,850	10,817	432,050	980	29,400	.....	89	338	7
8	64	1,285	20,410	685,530	166	5,400	362	7,360	18,714	782,697	1,320	33,255	4,885	497	747	8
9	224	5,545	5,048	151,440	2,063	84,078	132	3,940	11,498	465,910	47	1,410	.....	64	218	9
10	2	40	2,704	111,820	18	750	.....	.....	5,826	273,860	.....	.....	.....	2	126	10
11	134	3,590	422	16,880	.....	.....	.....	.....	.....	.....	.....	.....	741	24	164	11
12	261	5,220	6,872	249,400	428	8,580	.....	.....	4,223	162,920	37	740	.....	37	174	12
13	312	7,780	2,419	85,405	131	5,808	10	300	14,299	627,533	26	789	241	105	304	13
14	68	1,318	932	36,270	358	11,223	83	2,850	4,775	181,315	135	4,550	.....	110	140	14
15	8	167	1,007	30,210	61	2,254	.....	.....	82	2,470	.....	.....	.....	32	58	15
16	62	1,240	1,713	56,380	322	13,020	65	1,850	442	17,680	54	1,850	.....	35	84	16
18	4	100	1,100	33,000	36	965	.....	.....	1,783	81,755	.....	.....	.....	15	37	18
19b	103	2,575	462	13,860	12	340	396	9,900	4,031	173,049	40	1,000	.....	40	98	19b
20	6	120	77	2,310	14	560	2	60	436	17,400	.....	.....	.....	36	31	20
21b	.....	.....	486	19,440	49	1,960	.....	.....	2,786	136,960	.....	.....	.....	20	21	21b
22	14	280	50	2,000	105	4,350	2	60	.....	.....	.....	.....	.....	11	8	22
23	.....	.....	11	330	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	23
24	.....	.....	.....	.....	40	2,000	.....	.....	85	4,250	.....	.....	245	.....	3	24
25b	.....	.....	.....	.....	.....	.....	.....	.....	872	39,860	.....	.....	.....	21	57	25b
26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	26
27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	.....	27
28	.....	.....	.....	.....	10	390	.....	.....	.....	.....	.....	.....	.....	1	3	28
30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30
31	2	40	.....	.....	9	157	.....	.....	.....	.....	.....	.....	.....	.....	.....	31
33	.....	42	.....	1,260	70	1,990	.....	.....	.....	.....	.....	.....	276	.....	6	33
34	1	25	.....	.....	3	65	.....	.....	8	178	.....	.....	.....	.....	.....	34
35	.....	.....	.....	.....	30	600	.....	.....	.....	.....	.....	.....	.....	2	1	35
36b	1	25	5	150	13	295	.....	.....	6	150	.....	.....	.....	1	20	36b
37	7	175	.....	.....	14	330	.....	.....	.....	.....	.....	.....	.....	.....	3	37
38	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	38
39	.....	.....	4	120	.....	.....	.....	.....	.....	.....	4	100	.....	.....	.....	39
40	3	60	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8	40
42	.....	.....	.....	.....	4	80	.....	.....	.....	.....	.....	.....	.....	.....	.....	42
44	5	51	.....	.....	5	50	.....	.....	7	66	.....	.....	.....	1	.....	44
45	.....	.....	.....	.....	4	60	.....	.....	.....	.....	.....	.....	.....	.....	1	45
46	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	46
47	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	47
48	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	48
49	.....	.....	15	600	21	645	.....	.....	5	250	.....	.....	.....	.....	.....	49
50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50
51	.....	.....	.....	.....	1	35	.....	.....	.....	.....	.....	.....	.....	1	.....	51
52	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	52
53	.....	.....	.....	.....	2	30	.....	.....	.....	.....	.....	.....	.....	.....	.....	53
54	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	54
55	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	55
56b	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	56b
57	.....	.....	.....	.....	1	10	.....	.....	2	45	.....	.....	.....	.....	.....	57
59	.....	.....	.....	.....	7	210	.....	.....	.....	.....	.....	.....	.....	1	1	59
60	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	60
61	.....	.....	.....	.....	1	10	.....	.....	.....	.....	.....	.....	.....	.....	3	61
62	2	16	.....	.....	.....	.....	.....	.....	2	16	.....	.....	.....	.....	.....	62
64	.....	.....	4	160	4	80	.....	.....	.....	.....	.....	.....	.....	.....	.....	64
65	1	6	.....	.....	1	10	.....	.....	.....	.....	.....	.....	.....	.....	.....	65
66	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	66

## OPERATING STEAM RAILROAD CORPORATIONS

of 2000 pounds each. First-class passenger cars, as classified hereunder, include all coaches 60 feet long or longer when equipped with gas or electric lights, ment in service June 30, 1914.  
order and their ranking on the basis of railroad operating revenues see page 27.

Corporation No.	Name of corporation	Number of locomotives <sup>1</sup>	Passenger service cars										Total number passenger train cars	Corporation No.
			First-class passenger cars				Second-class passenger cars				Number combination, baggage, exp., and postal cars	All other cars in passenger service		
			Number seating less than 60 passengers	Number seating 60 to 79 passengers	Number seating 80 or more passengers	Average seating capacity	Number seating less than 40 passengers	Number seating 40 to 59 passengers	Number seating 60 or more passengers	Average seating capacity				
1	Pennsylvania.....	3,878	.....	.....	95	84	.....	143	1,437	74	1,066	226	2,967	1
2	New York Central and Hudson River.....	2,597	15	441	402	76	.....	20	603	66	823	455	2,759	2
3	New York, New Haven and Hartford.....	1,308	6	932	135	77	.....	21	414	66	565	303	2,376	3
4	Lake Shore and Michigan Southern.....	996	1	50	119	80	.....	2	170	64	392	93	827	4
5	Erie.....	1,326	1	242	14	72	.....	31	339	59	468	104	1,199	5
6	Boston and Maine.....	1,208	.....	618	.....	74	2	20	555	69	628	180	2,003	6
7	Delaware, Lackawanna and Western.....	761	12	395	15	68	.....	9	32	61	383	19	865	7
8	Lehigh Valley.....	947	4	240	.....	72	.....	12	9	62	186	143	594	8
9	Delaware and Hudson.....	466	.....	22	25	78	.....	15	185	65	131	13	391	9
10	Northern Central.....	236	.....	.....	.....	.....	.....	10	106	62	78	3	197	10
11	Long Island.....	182	.....	331	.....	69	3	215	271	60	221	47	1,088	11
12	New York, Chicago and St. Louis.....	258	.....	57	.....	64	.....	.....	9	64	29	6	101	12
13	Buffalo, Rochester and Pittsburgh.....	306	2	20	29	78	.....	1	23	62	55	14	144	13
14	New York, Ontario and Western.....	211	.....	75	.....	74	.....	38	34	59	60	125	332	14
15	Central New England.....	78	.....	16	.....	75	.....	5	8	62	21	17	67	15
16	Rutland.....	96	.....	11	6	75	.....	14	24	61	39	32	126	16
18	Lehigh and New England.....	54	.....	.....	.....	.....	.....	9	.....	61	4	.....	13	18
19b	Pittsburg, Shawmut and Northern (Rev.'s op.)..	64	.....	.....	.....	.....	.....	6	6	59	13	.....	25	19b
20	Lehigh and Hudson River.....	46	.....	.....	.....	.....	.....	4	1	56	6	.....	11	20
21b	Buffalo and Susquehanna Railroad Corporation..	62	.....	7	2	72	.....	4	.....	58	8	1	22	21b
22	Ulster and Delaware.....	29	.....	.....	10	82	.....	.....	17	62	17	12	56	22
23	New Jersey and New York.....	14	.....	4	.....	78	.....	.....	20	62	9	1	34	23
24	South Buffalo.....	29	.....	.....	.....	.....	.....	2	.....	54	.....	.....	2	24
25b	Buffalo and Susquehanna Railway (Rev.'s op.)..	13	.....	7	.....	70	.....	.....	.....	.....	5	.....	12	25b
26	Buffalo Creek.....	19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	26
27	Dunkirk, Allegheny Valley and Pittsburgh.....	11	.....	.....	.....	.....	.....	2	5	61	4	.....	11	27
28	Fonda, Johnstown and Gloversville.....	7	.....	.....	.....	.....	.....	4	16	69	5	.....	25	28
30	Genesee and Wyoming.....	4	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	2	30
31	Lake Champlain and Moriah.....	7	.....	.....	.....	.....	.....	.....	.....	.....	1	2	3	31
33	Delaware and Northern.....	6	.....	.....	.....	.....	.....	4	.....	55	3	7	14	33
34	Greenwich and Johnsonville.....	3	.....	.....	.....	.....	.....	.....	.....	.....	5	.....	5	34
35	New York and Pennsylvania.....	5	.....	.....	.....	.....	.....	3	.....	54	2	.....	5	35
36b	Central New York Southern Railroad Corporation	6	.....	.....	.....	.....	.....	2	1	58	3	1	7	36b
37	Norwood and St. Lawrence.....	3	.....	.....	.....	.....	.....	1	.....	56	2	.....	3	37
38	Niagara Junction.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	38
39	Middletown and Unionville.....	1	.....	1	.....	.....	.....	.....	.....	.....	2	.....	3	39
40	Unadilla Valley.....	2	.....	.....	.....	.....	.....	1	.....	58	1	.....	2	40
42	Skaneateles.....	3	.....	.....	.....	.....	.....	.....	.....	.....	3	.....	3	42
44	Catskill Mountain.....	4	.....	.....	.....	.....	.....	12	.....	45	4	.....	16	44
45	Lowville and Beaver River.....	3	.....	.....	.....	.....	.....	.....	1	68	2	.....	3	45
46	Buffalo, Attica and Arcade.....	2	.....	.....	1	80	.....	.....	.....	.....	.....	.....	1	46
47	Dansville and Mount Morris.....	2	.....	.....	.....	.....	.....	.....	1	60	1	.....	2	47
48	Bath and Hammondsport.....	2	.....	.....	.....	.....	.....	.....	1	74	1	.....	2	48
49	Owasco River.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	49
50	Raquette Lake.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50
51	Sterling Mountain.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	51
52	Schoharie Valley.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	52
53	Marcellus and Otisco Lake.....	2	.....	.....	.....	.....	.....	1	.....	.....	2	.....	2	53
54	Adirondack and St. Lawrence.....	3	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	2	54
55	Carthage and Copenhagen.....	2	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	2	55
56b	Newark and Marion (Receivership).....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	56b
57	Kanona and Prattsburgh.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	57
59	Glenfield and Western.....	3	.....	.....	.....	.....	.....	1	.....	30	.....	.....	1	59
60	Middleburgh & Schoharie.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	60
61	Keesville, Ausable Chasm and Lake Champlain..	1	.....	.....	.....	.....	.....	1	.....	.....	1	.....	2	61
62	Otis.....	.....	.....	.....	.....	.....	.....	.....	2	75	2	.....	4	62
64	Dexter and Northern.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	64
65	Catskill and Tannersville.....	2	.....	.....	.....	.....	.....	1	.....	58	1	.....	3	65
66	Cranberry Lake.....	1	.....	.....	.....	.....	.....	.....	1	60	1	.....	2	66

<sup>1</sup> Includes steam and electric locomotives.

<sup>2</sup> Excludes 153 electric passenger cars.

<sup>3</sup> Includes 1 gasoline motor car having seating capacity of 80 to 91.

<sup>4</sup> Electric car having seating capacity of 78.



TABLE 108 b: STEAM LOCOMOTIVE EQUIPMENT IN SERVICE JUNE 30, 1914, OPERATING STEAM RAILROAD CORPORATIONS

In the symbol for each type of locomotive the first figure shows the number of front-truck wheels, the last figure the number of rear-truck wheels or trailers, and the middle figure (or figures in the case of articulated compounds) the number of drivers.

The tractive power is expressed in hundreds of pounds. One ton, or twenty hundred pounds, of tractive power is required to haul three hundred tons at a speed of ten miles per hour on a straight, level track, with moderate weather conditions.

Only those corporations are included which report equipment in service June 30, 1914.

The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 27.

Type of loco- motive	Number of steam locomotives		Tractive power at close of year		Average weight, in tons		Number of locomotives at close of year classified according to age					
	At be- ginning of year	At close of year	Aver- age	Total	Exclu- sive of tender	On drivers	Under 5 years	5 and 10 years	10 and 15 years	15 and 20 years	20 years and older	
I. Pennsylvania:												
0-4-0	109	113	222	25,064	51	51	44	17	33	14	5	
0-6-0	353	365	288	105,204	70	70	78	176	38	20	53	
2-6-0	208	204	302	61,633	78	68	567	138	66	66	333	
2-8-0	2,189	2,383	407	969,044	99	88	567	741	699	43	333	
4-4-0	342	307	201	61,852	67	46	109	72	72	48	48	
4-6-0	10	10	297	2,975	93	70	83	10	...	...	...	
2-6-2	1	1	275	2,775	117	83	1	...	...	...	...	
2-8-2	...	...	614	614	158	118	1	...	...	...	...	
4-4-2	244	287	262	75,109	96	60	53	113	93	28	...	
4-6-2	133	137	328	44,988	139	91	137	...	...	...	...	
2-8-8-2	1	1	991	991	241	219	1	...	...	...	...	
0-8-8-0	1	1	879	879	193	193	1	...	...	...	...	
Totals...	3,591	3,810	354	1,348,628	92	79	882	1,167	1,079	243	439	
2. New York Central and Hudson River:												
0-4-0	2	...	312	137,096	76	76	131	153	124	16	15	
0-6-0	426	439	565	2,260	135	135	1	3	...	...	...	
0-10-0	4	4	207	72,334	67	58	44	162	90	48	7	
2-6-0	307	300	241	72,334	102	90	44	215	143	24	...	
2-8-0	502	433	406	175,940	45	12	4	35	36	35	17	
4-2-0	4	4	49	198	45	12	4	...	...	...	...	
4-4-0	174	165	174	28,659	60	39	42	...	...	...	...	
4-6-0	188	186	303	56,312	98	75	...	158	14	12	2	
4-8-0	18	16	283	4,522	77	61	...	...	6	6	4	
2-6-2	8	...	...	...	...	...	...	...	...	...	...	
2-8-2	172	263	486	127,818	139	107	263	...	...	...	...	
4-4-2	224	222	236	52,285	93	53	...	115	107	...	...	
4-6-2	387	443	339	150,332	132	85	338	91	14	...	...	
2-4-4	11	11	131	1,437	69	31	10	...	...	...	...	
2-6-6	18	18	268	4,824	120	68	...	18	...	...	...	
2-6-6-2	30	30	703	21,105	177	150	30	...	...	...	...	
0-6-6-0	...	...	778	778	181	181	1	...	...	...	...	
Totals...	2,475	2,535	330	835,900	99	77	864	930	534	141	46	
3. New York, New Haven and Hartford:												
0-4-0	20	16	153	2,455	36	36	35	62	2	8	6	
0-6-0	210	205	277	56,856	49	39	60	133	54	10	44	
2-6-0	336	335	272	94,907	70	60	...	...	26	26	77	
2-8-0	39	35	325	11,391	76	69	...	...	113	78	...	
4-4-0	414	390	170	66,131	54	34	1	6	...	...	...	
4-6-0	106	106	233	24,722	67	51	...	30	47	...	...	
4-4-2	12	12	247	2,964	100	53	...	12	...	...	...	
4-6-2	88	88	352	30,957	122	75	58	30	...	...	...	
0-4-4	3	3	120	359	55	33	...	...	...	...	...	
Totals...	1,248	1,204	241	290,743	66	52	94	273	331	147	359	
4. Lake Shore and Michigan Southern:												
0-6-0	247	235	300	70,457	72	72	36	120	53	15	11	
0-8-0	...	...	495	9,900	50	20	20	...	...	...	...	
2-6-0	8	8	601	4,810	135	135	...	8	...	...	...	
2-8-0	415	376	412	155,024	104	93	75	122	179	...	...	
4-4-0	13	13	156	2,024	53	35	...	...	...	...	...	
4-6-0	84	75	199	14,902	66	51	...	23	14	33	5	
2-6-2	73	77	255	19,613	105	75	...	35	42	...	...	
2-8-2	20	69	555	38,310	150	116	69	...	...	...	...	
4-4-2	10	10	240	2,400	182	47	...	10	...	...	...	
4-6-2	105	110	241	26,480	133	85	65	45	...	...	...	
0-8-8-0	...	...	1,057	3,170	233	233	3	...	...	...	...	
Totals...	975	996	348	347,090	99	82	268	371	290	48	19	
10. Northern Central:												
0-4-0	1	1	189	189	49	49	...	...	...	...	...	
0-6-0	21	21	257	5,390	61	61	...	...	...	...	...	
2-6-0	140	142	365	5,865	76	66	...	...	...	...	...	
2-8-0	31	30	511	861	89	79	14	49	30	17	32	
4-4-0	20	22	272	5,994	94	60	2	18	...	...	...	
Totals...	233	236	318	75,151	83	70	19	74	64	32	47	
11. Long Island:												
0-6-0	30	30	238	7,127	55	55	4	...	...	...	...	
2-8-0	16	16	281	4,496	68	61	...	...	...	...	...	
4-4-0	92	88	194	17,051	63	43	...	...	...	...	...	
4-6-0	44	43	261	11,245	78	60	8	5	15	5	10	
4-4-2	4	4	221	885	84	47	...	...	...	...	...	
0-4-4	1	1	94	94	28	20	...	...	...	...	...	
Totals...	187	182	225	40,897	66	51	12	43	45	14	68	
12. New York, Chicago and St. Louis:												
0-6-0	49	55	230	12,658	55	55	11	...	...	...	...	
2-6-0	19	17	155	2,951	51	33	...	...	...	...	...	
2-8-0	54	60	178	3,027	51	43	...	...	...	...	...	
4-4-0	21	19	207	22,121	68	50	35	41	10	21	...	
4-6-0	104	107	277	16,020	82	73	12	18	30	...	...	
Totals...	247	258	222	57,376	66	58	58	80	56	13	51	
13. Buffalo, Rochester and Pittsburgh:												
0-6-0	6	6	304	1,825	67	67	...	...	...	...	...	
2-6-0	2	2	202	404	51	44	...	...	...	...	...	
2-8-0	180	186	348	64,649	87	77	12	65	15	29	...	
2-10-0	8	8	527	4,218	134	122	2	6	...	...	...	
4-4-0	6	5	159	797	53	35	...	...	...	...	...	
4-6-0	15	15	207	3,108	67	52	...	...	...	...	...	
2-8-2	40	34	321	10,919	83	67	...	...	...	...	...	
4-4-2	16	28	512	14,325	139	109	28	...	...	...	...	
4-6-2	15	15	243	3,643	87	51	1	6	8	...	...	
4-6-2	4	7	363	2,544	130	83	7	...	...	...	...	
Totals...	292	306	348	106,433	91	77	50	77	100	42	37	
14. New York, Ontario and Western:												
0-6-0	7	7	325	2,275	74	74	7	...	...	...	...	
2-6-0	79	77	253	19,500	73	64	1	31	18	2	25	
2-8-0	99	99	338	33,493	81	73	26	1	22	1	49	
4-4-0	24	24	168	4,023	58	39	...	3	2	8	11	
4-6-0	4	4	272	1,088	90	67	4	...	...	...	...	
Totals...	213	211	286	60,379	75	66	38	35	42	11	85	
15. Central New England:												
0-6-0	6	6	288	1,728	60	60	2	...	...	...	...	
0-8-0	2	2	452	1,356	101	101	3	...	...	...	...	
2-6-0	7	7	283	2,004	74	63	6	...	...	...	...	
2-8-0	44	43	313	11,750	82	74	15	21	...	...	...	
4-4-0	12	11	161	1,770	50	32	...	...	...	...	...	
4-6-0	1	1	226	1,581	70	52	...	...	...	...	...	
4-4-2	1	1	163	1,63	60	31	...	...	...	...	...	
Totals...	80	78	299	23,352	74	65	29	25	1	2	21	

5. Erie:									
0-6-0	129	128	259	33,216	65	35	35	4	54
2-6-0	20	20	175	3,304	55	47	201	4	20
2-8-0	614	618	371	229,147	120	36	221	4	136
2-10-0	6	7	37	2,267	30	36	76	7	7
4-4-0	6	7	142	10,649	76	38	47	30	103
4-6-0	193	180	240	43,247	76	60	47	30	103
2-2-2	110	155	543	89,183	100	155	155	1	1
4-2-2	53	58	213	12,930	83	42	3	15	1
4-6-2	63	81	358	28,965	127	36	45	15	1
0-8-8-0	3	3	984	2,052	205	1	3	1	1
2-6-8-0	1	1	679	2,679	178	107	1	1	1
Totals...	1,270	1,326	344	456,088	107	74	263	54	414
6. Boston and Maine:									
0-4-0	23	20	137	2,743	36	50	60	1	19
0-6-0	201	201	230	46,150	57	57	71	27	25
2-6-0	174	173	245	42,427	70	60	20	17	16
2-8-0	228	228	376	85,648	94	76	140	39	8
4-4-0	320	304	162	49,330	53	34	26	44	163
4-6-0	144	144	217	31,286	65	50	16	32	63
4-8-0	18	18	312	5,616	84	64	29	8	1
4-4-2	36	36	217	7,819	85	44	6	10	1
4-6-2	72	71	315	22,318	116	73	71	6	1
0-4-4	3	7	121	2,337	50	33	1	1	1
2-4-4	7	7	186	1,337	51	45	1	6	1
Totals...	1,226	1,203	245	294,795	70	55	301	149	296
7. Delaware, Lackawanna and Western:									
0-4-0	1	2	155	310	40	40	1	1	1
0-6-0	132	133	256	34,014	65	65	60	50	7
0-8-0	17	21	417	8,755	103	103	6	1	1
2-6-0	132	119	248	29,541	72	63	28	4	49
2-8-0	259	259	351	90,784	93	82	39	1	19
4-4-0	106	101	214	21,627	69	47	11	12	28
4-6-0	61	57	292	16,667	92	88	5	6	15
4-8-0	20	20	367	7,343	100	79	27	5	15
2-6-2	17	21	415	8,716	143	92	21	1	1
2-8-2	27	27	570	15,390	118	118	27	1	1
2-2-4	.....	1	43	57	19	19	1	1	1
Totals...	772	761	306	233,190	85	74	142	270	119
8. Lehigh Valley:									
0-4-0	1	1	195	195	48	48	1	1	1
0-6-0	55	67	234	15,687	50	50	8	1	29
0-8-0	69	69	390	26,887	83	83	40	10	9
2-6-0	12	11	308	3,387	76	69	35	1	82
2-8-0	272	269	348	93,546	90	79	28	32	43
4-4-0	57	56	176	9,888	50	36	1	11	54
4-6-0	285	281	261	73,481	80	65	32	36	13
4-8-0	17	13	226	2,941	64	50	105	27	1
2-8-2	76	114	518	59,056	142	104	20	15	9
4-4-2	39	39	219	8,574	85	47	5	9	1
4-6-2	19	26	332	8,630	123	77	8	10	1
4-2-4	1	1	46	46	21	13	1	1	1
Totals...	903	947	319	302,318	88	72	220	212	230
9. Delaware and Hudson:									
0-6-0	41	44	244	10,734	64	64	6	29	9
2-6-0	30	27	181	4,885	57	50	107	5	22
2-8-0	286	286	407	114,930	99	88	28	44	8
4-4-0	52	51	192	10,059	64	43	6	16	1
4-6-0	44	44	302	13,290	91	67	27	11	1
2-2-4	1	1	30	30	30	30	30	30	1
0-8-8-0	13	13	1,053	13,695	229	229	13	1	1
Totals...	467	466	360	167,022	92	80	47	174	40

The number of steam locomotives at beginning of year is taken from the reports for the year ended June 30, 1914. In some instances they do not agree with the figures published last year because of corrections by corpora-

16. Rutland:									
0-4-0	1	1	139	139	32	32	1	3	1
0-6-0	17	16	266	1,596	60	60	1	6	8
2-6-0	21	21	391	3,737	59	59	12	6	10
4-4-0	17	17	131	8,211	102	89	32	18	5
4-6-0	35	35	281	9,825	83	62	10	2	24
Totals...	97	96	272	26,081	75	60	23	14	1
18. Lehigh and New England:									
0-6-0	1	1	147	147	37	37	4	1	1
0-8-0	1	1	443	1,770	97	97	23	14	1
2-8-0	28	46	332	15,333	12	70	8	2	1
4-4-0	2	2	322	3,222	51	53	1	1	1
4-6-0	1	1	248	248	65	53	1	1	1
Totals...	32	54	330	17,819	89	70	27	15	2
19b. Pittsburg, Shawmut and Northern (Rev.'s operations):									
0-6-0	2	2	347	693	69	69	1	1	1
2-6-0	5	6	232	1,393	67	58	12	6	1
2-8-0	36	36	439	15,797	95	87	12	6	5
4-4-0	5	5	116	5,578	42	32	1	1	1
4-6-0	1	1	131	131	114	90	12	1	1
2-8-2	2	12	432	5,430	114	117	1	1	1
2-10-2	1	1	636	636	142	117	1	1	1
2-4-4	1	1	117	117	52	24	1	1	1
Totals...	53	64	387	24,765	90	79	27	14	8
20. Lehigh and Hudson River:									
0-6-0	1	1	191	191	47	47	1	1	1
2-8-0	24	24	379	9,108	81	77	12	4	4
4-4-0	3	3	184	4,440	56	38	1	1	2
4-6-0	18	18	284	5,114	71	56	13	1	5
Totals...	46	46	325	14,965	75	66	12	4	12
21b. Buffalo and Susquehanna Railroad Corporation:									
2-8-0	50	362	18,099	89	80	41	4	3	2
4-4-0	3	184	37	53	37	37	1	2	4
4-6-0	4	211	843	63	48	48	2	3	4
4-4-2	5	221	1,103	75	45	45	2	3	4
Totals...	62	332	20,596	85	73	43	8	5	6
22. Ulster and Delaware:									
0-6-0	2	198	396	53	53	32	1	1	2
4-4-0	4	166	664	49	32	32	7	3	1
4-6-0	23	269	6,189	78	58	12	7	6	4
Totals...	29	29	7,249	72	54	12	7	6	4
23. New Jersey and New York:									
2-8-0	2	2	265	530	73	65	1	1	2
4-4-0	3	10	205	2,048	77	59	3	2	7
4-6-0	3	2	188	377	77	39	2	1	1
4-4-2	18	14	211	2,955	76	57	5	1	9
Totals...	18	14	211	2,955	76	57	5	1	9
24. South Buffalo:									
0-4-0	4	220	881	53	53	14	4	1	1
0-6-0	22	318	7,001	70	70	14	4	1	1
2-8-0	2	2	382	92	84	74	1	1	1
4-6-0	1	1	276	84	74	1	1	1	1
Totals...	29	29	308	8,921	70	69	4	14	11

tions concerned of errors in their previous year's report.





36b. Central New York Southern Railroad Corporation:									
2-6-0	1	1	213	57	49	.....	.....	1	.....
4-4-0	3	3	126	378	43	25	.....	1	.....
Totals...	4	4	148	591	47	31	.....	2	.....
37. Norwood and St. Lawrence:									
2-6-0	1	1	256	256	66	57	.....	.....	.....
4-4-0	1	1	208	208	50	31	.....	1	.....
2-6-2	1	1	196	196	52	45	.....	1	.....
Totals...	3	3	220	661	56	44	.....	1	.....
39. Middletown and Unionville:									
4-4-0	.....	1	210	210	62	40	.....	1	.....
40. Unadilla Valley:									
4-4-0	1	1	120	120	50	33	.....	.....	1
4-6-0	1	1	210	210	55	44	.....	.....	1
Totals...	2	2	165	330	53	39	.....	.....	2
42. Skaneateles:									
0-4-0	1	.....	.....	.....	.....	.....	.....	.....	.....
0-6-0	.....	1	287	287	66	66	1	.....	.....
2-4-4	2	2	115	230	35	20	.....	.....	2
Totals...	3	3	172	517	45	35	1	.....	2
44. Catskill Mountain:									
4-4-0	4	4	82	329	28	18	2	.....	2

<sup>1</sup> The number of steam locomotives at beginning of year is taken from the reports for year ended June 30, 1914. In some instances they do not agree with the figures published last year because of corrections by corporations concerned in their previous year's report.

TABLE 108 c: ELECTRIC LOCOMOTIVE EQUIPMENT IN SERVICE JUNE 30, 1914, OPERATING STEAM RAILROAD CORPORATIONS

Only those corporations are shown which report electric locomotive equipment in service June 30, 1914.

Corp'n No.	Name of corporation	Number of locomotives in service	Class of service	Type	Hp. per motor	Hp. per loco-motive	Voltage of motor	Average diam-eter of drivers	Average weight on drivers	Average total weight per loco-motive	Average maximum tractive capacity	Corp'n No.
1	Pennsylvania.....	68	4 passenger. 62 passenger. 1 switching. 1 switching.	D. C. series (trolley and third-rail contact) D. C. series (trolley and third-rail contact) D. C. series, geared (trolley and third-rail contact) D. C. series, gearless (trolley and third-rail contact)	1-250 1-250 4-330 { 2-230 2-260 }	2,000 2,000 ..... .....	650 650 ..... .....	68 72 56 56	26 26 23 24	Tons 165 157 90 98	Pounds 60,000 60,000 50,000 50,000	1
2	New York Central and Hudson River.....	62	passenger.....	D. C. series (trolley and third-rail contact)	{ 47-550 10-235 5-330 }	47-2,200 10-1,880 5-2,640 }	600	42	84	117	42,984	2
3	New York, New Haven and Hartford.....	104	48 passenger. 4 freight.....	A. C.-D. C. single-phase (trolley and third-rail contact) D. C. series (trolley contact)	250 { 2-35 2-80 340 }	1,000 2-140 2-160	300 600 600	62 33 33	81 9 20	102 20 6-510	20,000 6-510	3
6	Boston and Maine.....	5	52 freight..... 3 passenger..... 3 freight.....	A. C. single-phase (trolley contact) A. C. single-phase (trolley contact) A. C. single-phase (trolley contact)	320 320 320	1-360 1-360 1-280	275 300 300	63 63 63	84 98 98	110 129 129	40,700 30,000 30,000	6
36b	Central New York Southern Railroad Corp'n....	2	freight.....	D. C. series 500 volt (trolley contact)	35 & 60	70 & 240	500	31	17	17	8,000	36b
38	Niagara Junction.....	2	switching.....	D. C. series 600 volt (trolley contact)	165	660	600	36	15	60	30,000	38

Includes 7 of freight type used in passenger service into Grand Central Terminal, New York city.



TABLE 108 d: SUMMARY OF STEAM AND ELECTRIC LOCOMOTIVE EQUIPMENT IN

Only those corporations are included which report equipment in service June 30, 1914. Names of the various types of locomotives are given wherever such. The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic

Corporation No.		Steam locomotives																				Corporation No.			
		Classification by type																							
		Switchers				Mallet articulated					4-coupled 2-4-0	Mogul 2-6-0	Consolidation 2-8-0	Decapod 2-10-0	4-2-0	8-wheel or American 4-4-0	10-wheeler 4-6-0	12-wheeler or mastodon 4-8-0	Columbia 2-4-2	Prairie 2-6-2	Mikado 2-8-2		Santa Fe 2-10-2	4-2-2	Atlantic 4-4-2
		4-wheel 0-4-0	6-wheel 0-6-0	8-wheel 0-8-0	10-wheel 0-10-0	0-6-6-0	0-8-8-0	2-6-8-0	2-6-6-2	2-8-8-2															
1	113	365	...	...	1	1	...	...	...	204	2,383	...	...	...	307	10	...	...	...	1	1	...	...	287	1
2	...	439	...	4	...	...	...	...	...	300	433	...	...	4	165	186	...	...	...	...	...	...	222	2	
3	16	205	...	...	...	...	...	...	...	349	35	...	...	...	390	106	...	...	...	...	...	...	12	3	
4	...	235	20	8	...	3	...	...	...	...	376	...	...	...	13	75	...	...	77	69	...	10	4		
5	...	128	...	...	...	...	...	...	...	20	618	...	...	...	75	180	...	...	...	155	...	58	5		
6	20	201	...	...	...	...	...	...	...	173	228	...	...	...	304	144	18	...	...	...	...	36	6		
7	2	133	21	...	...	...	...	...	...	119	259	...	...	...	101	57	20	...	21	27	...	...	7		
8	1	67	69	...	...	...	...	...	...	11	269	...	...	...	56	281	13	...	...	114	...	39	8		
9	...	44	...	...	...	13	...	...	...	27	286	...	...	...	51	44	...	...	...	...	...	...	9		
10	1	21	...	...	...	...	...	...	...	20	142	...	...	...	30	...	...	...	...	...	...	22	10		
11	...	30	...	...	...	...	...	...	...	...	16	...	...	...	88	43	...	...	...	...	...	4	11		
12	...	55	...	...	...	...	...	...	...	17	60	...	...	...	19	107	...	...	...	...	...	...	12		
13	...	6	...	...	...	...	...	...	...	2	186	...	8	...	5	15	34	...	...	28	...	15	13		
14	...	7	...	...	...	...	...	...	...	77	99	...	...	...	24	4	...	...	...	...	...	...	14		
15	...	6	3	...	...	...	...	...	...	7	43	...	...	...	11	7	...	...	...	...	...	1	15		
16	1	6	...	...	...	...	...	...	...	16	21	...	...	...	17	35	...	...	...	...	...	...	16		
18	...	1	4	...	...	...	...	...	...	...	46	...	...	...	2	1	...	...	...	...	...	...	18		
19b	...	2	...	...	...	...	...	...	...	6	36	...	...	...	5	1	...	...	...	12	1	...	19b		
20	...	1	...	...	...	...	...	...	...	...	24	...	...	...	3	18	...	...	...	...	...	...	20		
21b	...	...	...	...	...	...	...	...	...	...	50	...	...	...	3	4	...	...	...	...	...	5	21b		
22	...	2	...	...	...	...	...	...	...	...	...	...	...	...	4	23	...	...	...	...	...	...	22		
23	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10	...	...	...	...	...	...	23		
24	4	22	...	...	...	...	...	...	...	...	2	...	...	...	...	1	...	...	...	...	...	...	24		
25b	...	...	...	...	...	...	...	...	...	...	11	...	...	...	2	...	...	...	...	...	...	...	25b		
26	...	16	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	26		
27	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	9	...	...	...	...	...	...	27		
28	...	1	...	...	...	...	...	...	...	2	...	...	...	...	4	...	...	...	...	...	...	...	28		
30	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	30		
31	...	...	...	...	...	...	...	...	1	3	...	...	...	...	...	1	...	...	...	2	...	...	31		
33	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	...	...	...	...	...	...	...	33		
34	...	...	...	...	...	...	...	...	...	1	...	...	...	...	2	...	...	...	...	...	...	...	34		
35	...	...	...	...	...	...	...	...	...	1	...	2	...	...	2	...	...	...	...	...	...	...	35		
36b	...	...	...	...	...	...	...	...	...	1	...	...	...	...	3	...	...	...	...	...	...	...	36b		
37	...	...	...	...	...	...	...	...	...	1	...	...	...	...	1	...	...	...	1	...	...	...	37		
38	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	38		
39	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	39		
40	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	40		
42	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	42		
44	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	44		
45	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	2	...	...	...	...	...	...	45		
46	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	...	...	...	...	...	...	46		
47	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	1	...	...	...	...	...	...	47		
48	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	48		
49	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	49		
50	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	50		
51	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	51		
52	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	52		
53	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	1	...	...	...	...	...	53		
54	...	...	...	...	...	...	...	...	1	2	...	...	...	...	...	...	...	...	...	...	...	...	54		
55	1	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	55		
56b	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	56b		
57	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	57		
59	...	...	1	...	...	...	...	...	...	...	1	...	...	...	...	1	...	...	...	...	...	...	59		
60	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	60		
61	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	61		
64	1	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	64		
65	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	65		
66	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	66		
163	1,995	121	12	1	20	1	30	1	3	1,367	5,634	14	4	1,704	1,367	103	1	100	671	1	1	713			
168	1,969	91	12	...	17	1	30	1	4	1,424	5,559	14	4	1,823	1,404	114	1	100	425	1	1	666			
186	1,899	64	13	...	13	1	26	1	4	1,492	5,699	14	4	1,914	1,448	166	1	86	93	1	1	674			
204	1,890	49	13	...	9	1	30	...	5	1,558	5,744	14	4	2,016	1,471	163	1	96	49	1	1	672			
203	1,811	46	11	...	9	1	1	...	4	1,612	5,539	14	5	2,139	1,679	168	1	98	49	1	1	663			

## SERVICE JUNE 30, 1914, OPERATING STEAM RAILROAD CORPORATIONS

names are in common use. For explanation of type symbols see heading of Table 108 b.  
order and their ranking on the basis of railroad operating revenues see page 27.

Corporation No.	Name of corporation	Steam locomotives (concluded)										Total	Elec- tric loco- motives	Total steam and electric loco- motives available for service	Corporation No.	
		Classification by type (concluded)						Classification by service								
		Pacific 4-6-2	4-coupled Forney 0-4-4	2-2-4	4-coupled double-ender 2-4-4	6-coupled double-ender 2-6-4	4-2-4	2-6-6	Passenger	Freight	Switching					Company
1	Pennsylvania.....	137							742	2,590	478	..	3,810	68	3,878	1
2	New York Central and Hudson River.....	443			11			18	683	1,400	445	7	2,535	62	2,597	2
3	New York, New Haven and Hartford.....	88	3						545	438	221	..	1,204	104	1,308	3
4	Lake Shore and Michigan Southern.....	110							247	483	263	3	996		996	4
5	Erie.....	81							296	645	385	..	1,326		1,326	5
6	Boston and Maine.....	71	1						475	484	244	..	1,203	5	1,208	6
7	Delaware, Lackawanna and Western.....			1					153	448	158	2	761		761	7
8	Lehigh Valley.....	26					1		137	552	245	13	947		947	8
9	Delaware and Hudson.....			1					67	358	39	2	466		466	9
10	Northern Central.....								52	162	22	..	236		236	10
11	Long Island.....		1						92	43	31	16	182		182	11
12	New York, Chicago and St. Louis.....								24	179	55	..	258		258	12
13	Buffalo, Rochester and Pittsburgh.....	7							39	195	72	..	306		306	13
14	New York, Ontario and Western.....								49	155	7	..	211		211	14
15	Central New England.....								15	52	11	..	78		78	15
16	Rutland.....								36	50	9	1	96		96	16
18	Lehigh and New England.....								2	47	5	..	54		54	18
19b	Pittsburg, Shawmut and Northern (Rev'r.'s op.).....				1				11	51	2	..	64		64	19b
20	Lehigh and Hudson River.....								4	39	3	..	46		46	20
21b	Buffalo and Susquehanna Railroad Corp'n.....								8	48	6	..	62		62	21b
22	Ulster and Delaware.....								22	4	2	1	29		29	22
23	New Jersey and New York.....								12	1	1	..	14		14	23
24	South Buffalo.....								1	.....	28	..	29		29	24
25b	Buffalo and Susquehanna Ry. (Rev'r.'s op.).....								2	10	1	..	13		13	25b
26	Buffalo Creek.....								.....	.....	19	..	19		19	26
27	Dunkirk, Allegheny Valley and Pittsburgh.....								4	7	.....	..	11		11	27
28	Fonda, Johnstown and Gloversville.....								4	2	1	..	7		7	28
30	Genesee and Wyoming.....								.....	4	.....	..	4		4	30
31	Lake Champlain and Moriah.....								.....	3	4	..	7		7	31
33	Delaware and Northern.....								6	.....	.....	..	6		6	33
34	Greenwich and Johnsonville.....								1	2	.....	..	3		3	34
35	New York and Pennsylvania.....								2	3	.....	..	5		5	35
36b	Central New York Southern Railroad Corp'n.....								3	1	.....	2	6	2	6	36b
37	Norwood and St. Lawrence.....								11	12	.....	..	3		3	37
38	Niagara Junction.....								.....	.....	.....	2	.....	2	.....	38
39	Middletown and Unionville.....								11	.....	.....	..	1		1	39
40	Unadilla Valley.....								12	.....	.....	..	2		2	40
42	Skaneateles.....				2				2	.....	1	..	3		3	42
44	Catskill Mountain.....								12	12	.....	..	4		4	44
45	Lowville and Beaver River.....								11	12	.....	..	3		3	45
46	Buffalo, Attica and Arcade.....								1	1	.....	..	2		2	46
47	Dansville and Mount Morris.....								2	.....	.....	..	2		2	47
48	Bath and Hammondsport.....								2	.....	.....	..	2		2	48
49	Owasco River.....								.....	.....	3	..	3		3	49
50	Raquette Lake.....								1	1	.....	..	2		2	50
51	Sterling Mountain.....								.....	1	.....	..	1		1	51
52	Schoharie Valley.....								11	.....	.....	..	1		1	52
53	Marcellus and Otisco Lake.....								1	1	.....	..	2		2	53
54	Adirondack and St. Lawrence.....								11	12	.....	..	3		3	54
55	Carthage and Copenhagen.....								2	.....	.....	..	2		2	55
56b	Newark and Marion (Receivership).....								21	.....	.....	..	1		1	56b
57	Kanona and Prattsburgh.....								.....	11	.....	..	1		1	57
59	Glenfield and Western.....								11	12	.....	..	3		3	59
60	Middleburgh & Schoharie.....				1				.....	11	.....	..	1		1	60
61	Keeseville, Ausable Chasm and Lake Champlain.....								.....	11	.....	..	1		1	61
64	Dexter and Northern.....								.....	.....	1	..	1		1	64
65	Catskill and Tannersville.....								11	11	.....	..	2		2	65
66	Cranberry Lake.....								11	.....	.....	..	1		1	66
Totals June 30, 1914.....		963	5	2	15	7	1	18	3,756	8,476	2,762	45	15,039	243	15,282	
Totals June 30, 1913.....		870	8	1	15	7	1	18	3,782	8,275	2,645	47	14,749	224	14,973	
Totals June 30, 1912.....		712	11	..	13	7	2	18	3,842	8,286	2,583	43	14,566	189	14,755	
Totals June 30, 1911.....		569	11	..	14	7	2	18	.....	.....	.....	..	14,612	163	14,775	
Totals June 30, 1910.....		336	13	..	11	8	2	18	.....	.....	.....	..	14,242	93	14,335	

<sup>1</sup> Used for either passenger or freight service but distributed arbitrarily herein under "Class of service" so as to obtain approximate totals.

<sup>2</sup> Leased from Northern Central Railway Company, not otherwise described.



TABLE 109: OPERATING REVENUES, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914

The figures given are for the "rail operations" of the corporation as a whole; they are not segregated according to state lines. The revenues are classified in accordance with the officially prescribed uniform system of accounts. Figures in *italics* denote losses or deficits. The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 27.

No.	Name of account	Pennsylvania 1	N. Y. C. & H. R. 2	N. Y. N. H. & H. 3	Lake Shore & M. S. 4	Erie 5	Boston & Maine 6	Delaware, L. & W. 7	Lehigh Valley 8	Delaware & Hudson 9	Northern Central 10	Long Island 11	N. Y. C. & St. L. 12
1	<i>Transportation:</i>												
2	Freight.....	128,255,509	65,219,132	32,476,373	34,091,616	38,527,944	27,866,098	28,634,755	33,519,367	19,123,445	9,721,700	3,396,181	9,709,884
3	Passenger.....	37,797,207	34,974,165	27,400,673	12,920,411	9,551,565	15,851,615	8,508,362	4,795,147	3,116,624	2,513,260	7,901,926	1,637,823
4	Express baggage.....	37,797,207	300,144	142,685	168,591	16,293	116,403	41,080	48,119	29,391	29,011	7,834	14,192
5	Railroad and chair car.....	3,267,577	3,490,665	724,310	2,132,566	386,999	492,479	12,296	195,053	6,183	143,985	63,203	37,151
6	Mail.....	4,389,360	4,410,175	2,819,652	1,937,274	1,392,377	1,218,779	210,059	145,633	341,989	348,904	590,820	132,386
7	Other passenger trains.....	142,413	142,413	103,998	60,131	935,437	445,926	19,940	31,313	4,700	98,577	92,068	3,452
8	Mail passenger trains.....	742,355	685,385	586,900	504,359	33,616	127,183	10,981	19,437	5,840	39,691	51,095	9,116
9	Other passenger trains.....	1,117,885	1,429,117	312,619	921,323	900,762	370,039	222,478	312,836	112,025	61,556	1,941	137,835
10	Special service train.....	51,760	33,659	35,723	16,832	15,369	79,684	10,412	16,287	9,506	7,894	54,924	12,225
11	Miscellaneous transportation.....	398,606	92,310	16,322	60,276	69,776	46,299	29,828	49,948	10,149	32,085	.....	.....
12	Total transportation.....	176,956,262	110,828,555	64,649,255	52,833,379	51,897,917	46,615,095	39,567,002	39,431,963	22,892,014	12,997,263	12,211,316	11,094,064
13	<i>Operations other than transportation:</i>												
14	Station and train privileges.....	333,036	530,171	168,301	26,536	81,553	71,701	37,385	18,504	8,615	17,757	76,890	2,208
15	Parcel room.....	199,913	108,750	19,717	53,061	14,892	29,887	17,992	8,612	2,895	13,019	5,443	456
16	Storage, freight.....	105,466	92,040	64,236	43,896	60,162	84,366	24,326	47,451	3,211	4,844	39,285	1,754
17	Storage, baggage.....	64,771	55,954	13,209	10,868	6,210	16,208	6,338	3,465	1,495	5,737	598	1,952
18	Car service.....	706,142	429,096	422,030	192,534	238,456	308,582	139,770	197,637	118,600	54,191	83,565	37,622
19	Telegraph and telephone service.....	54,663	4,008	33,571	1,832	5,805	19,096	10,544	19,215	13,645	6,067	13,618	392
20	Rents of buildings and other property.....	299,854	629,197	177,426	180,635	10,890	134,464	4,997	18,557	2,341	13,788	50,142	14,689
21	Miscellaneous.....	428,051	362,654	356,317	33,203	42,509	129,064	10,929	48,130	44,975	27,068	65,405	3,863
22	Total other railroad operations.....	2,191,896	2,211,870	1,254,809	542,564	460,477	793,367	252,282	351,571	195,777	142,470	334,946	62,937
23	Joint facilities revenue, net balance.....	184,596	335,214	713,629	51,787	13,726	5,444	.....	.....	2,270	15,197	79,029	110
24	Total railroad operating revenues.....	178,963,562	112,705,211	66,617,693	53,314,157	52,344,668	47,413,906	39,819,284	39,783,564	23,090,061	13,124,536	12,625,291	11,757,111
25	<i>Statistics:</i>												
26	Average number miles of road operated.....	4,083.54	3,754.76	2,046.29	1,856.41	1,987.84	2,251.69	959.81	1,438.99	880.55	472.24	398.48	523.02
27	Average operating revenue per mile of road operated.....	\$43,826	\$30,017	\$26,555	\$28,735	\$26,332	\$21,057	\$41,437	\$27,628	\$26,222	\$27,792	\$31,684	\$22,479
28	Average transportation revenue per mile of road op'd.....	\$43,334	\$29,517	\$31,593	\$28,460	\$26,108	\$20,702	\$41,224	\$27,384	\$25,997	\$27,523	\$30,645	\$22,359

No.	Name of account	Buffalo, R. & P. 13	New York, O. & W. 14	Central N. E. 15	Rutland 16	New York, S. & W. 17	Lehigh & N. E. 18	P. S. & N. (Rev. S. op.) 19b	Lehigh & H. R. 20	Buffalo & S. R. R. 21a	Buffalo & S. R. R. 22b	Ulster & Delaware 22	New Jersey & N. Y. 23	South Buffalo 24	B. & S. Ry. (Rev. S. op.) 25b	Buffalo Creek 26	Dunkirk, A. V. & P. 27	Fonda, J. & G. 28	Terminal Ry. of B. 29
1	<i>Transportation:</i>																		
2	Freight.....	9,183,942	6,883,721	3,122,565	1,987,024	2,132,197	2,157,448	1,937,331	1,635,624	849,999	618,818	668,831	179,344	375,236	363,416	255,552	255,552	264,198	.....
3	Passenger.....	1,184,417	1,709,369	461,176	1,234,252	545,481	13,948	130,902	115,771	52,673	40,204	351,014	628,385	1,113	97,881	85,613	85,613	66,113	.....
4	Express baggage.....	9,345	31,024	5,207	14,330	748	60	503	330	399	452	1,274	394	.....	321	.....	.....	1,289	.....
5	Railroad and chair car.....	52,834	52,847	19,474	72,259	11,317	909	8,382	3,450	5,047	5,074	15,139	4,106	.....	630	.....	.....	3,109	.....
6	Mail.....	101,076	163,859	33,271	93,567	41,347	3,439	2,750	11,352	5,033	5,033	29,928	27,739	.....	4,325	.....	.....	14,469	.....
7	Other passenger trains.....	16,733	9,455	77,845	202,208	168,022	.....	2,750	118	118	119	76	498	.....	17,280	.....	.....	69	.....
8	Mail passenger trains.....	3,645	1,850	1,835	9,470	2,263	.....	1,222	132	136	136	3,202	275	.....	249	.....	.....	.....	.....
9	Other passenger trains.....	93,139	48,613	15,283	35,772	10,296	61,293	3,576	2,069	2,069	2,889	76	37	.....	3	.....	.....	.....	.....
10	Special service train.....	2,596	1,954	1,130	35,772	481	1,425	3,576	2,946	.....	536	310	244	.....	7	.....	.....	.....	.....
11	Miscellaneous transportation.....	.....	3,033	67	11,537	19,767	.....	.....	2,946	166	172	.....	350	.....	47	.....	.....	.....	.....
12	Total transportation.....	10,617,727	8,915,691	3,737,853	3,665,419	2,931,920	2,238,523	2,093,324	1,709,473	915,851	666,989	1,069,774	841,096	611,612	489,841	464,311	375,147	350,707	.....
13	<i>Operations other than transportation:</i>																		
14	Station and train privileges.....	4,059	683	1,309	4,372	2,723	.....	82	.....	88	65	60	2,096	.....	134	.....	.....	208	.....
15	Parcel room.....	1,067	1,080	61	1,323	1,191	.....	6	410	.....	.....	.....	.....	.....	.....	.....	.....	21	.....
16	Storage, freight.....	204	1,057	649	1,323	1,191	104	12	.....	40	27	93	123	.....	14	.....	.....	.....	.....
17	Storage, baggage.....	21,866	18,626	9,674	21,330	41,090	13,618	5,327	2,611	1,517	1,210	5,627	2,686	81,906	2,587	13,248	4,399	2,667	.....
18	Car service.....	.....	7,815	.....	312	493	.....	937	707	1,588	1,388	.....	20	.....	20	.....	.....	.....	.....
19	Telegraph and telephone service.....	63,197	7,368	4,227	20,040	93	3,022	.....	1,240	8,262	7,341	478	106	.....	203	6	.....	.....	.....
20	Rents of buildings and other property.....	.....	84,486	10,370	1,451	537	.....	285	260	300	80	153	205	.....	120	394	.....	.....	.....
21	Miscellaneous.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22	Total other railroad operations.....	91,808	125,121	26,403	49,370	46,254	17,277	6,651	5,319	10,400	8,831	6,443	5,506	81,911	3,079	13,618	5,658	2,912	.....
23	Total railroad operating revenues.....	10,709,535	9,040,812	3,764,255	3,714,789	2,978,174	2,255,800	2,099,974	1,774,792	926,251	675,823	1,076,217	846,902	693,523	492,920	477,929	380,805	353,619	290,990
24	<i>Statistics:</i>																		
25	Average number miles of road operated.....	581.48	568.46	298.73	468.11	145.30	281.13	291.05	96.60	127.32	125.24	128.88	47.76	36.01	91.09	6.65	90.51	31.62	11.02
26	Average operating revenue per mile of road operated.....	\$18,418	\$15,904	\$12,601	\$7,936	\$20,497	\$8,024	\$7,217	\$18,373	\$7,275	\$5,396	\$8,351	\$17,726	\$19,259	\$5,411	\$71,689	\$4,207	\$11,183	\$26,406
27	Average transportation revenue per mile of road op'd.....	\$18,260	\$15,684	\$12,512	\$7,830	\$20,178	\$7,963	\$7,192	\$18,318	\$7,193	\$5,326	\$8,301	\$17,611	\$16,985	\$5,378	\$69,821	\$4,145	\$11,091	.....



No.	Name of account	Genesee & W. 30	Lake C. & M. 31	Connect- ing I. 32	Delaware & N. 33	Green- wich & J. 34	New York & F. 35	N. Y. & L. 36a	C. N. Y. S. R. R. Corp. 36b	N. & N. Y. S. 37	Niagara Junction 38	M. & U. 39	Una- dilla V. 40	U. S. & C. 41	Skane- ateles 42	Catskill M. 43	Lowville & B. R. 45	Buffalo, A. & A. 46
1	Freight.....	Dollars 200,700	Dollars 172,014	Dollars 149,567	Dollars 81,362	Dollars 94,632	Dollars 68,351	Dollars 22,142	Dollars 3,521	Dollars 53,808	Dollars 53,808	Dollars 22,335	Dollars 42,639	Dollars 49,285	Dollars 47,632	Dollars 25,973	Dollars 29,261	Dollars 33,418
2	Passenger.....	885	1,452	1,452	31,984	11,253	25,062	40,601	12,781	11,306	11,306	9,251	12,402	6,252	4,263	29,629	12,976	10,707
3	Express baggage.....				176	110	24	95	34	65	65	35	35	221	86	35	101	88
4	Parlor and chair car.....				2,348	1,046	3,383	1,497	509	836	836	560	965	953	221	1561	488	1,127
5	Mail.....				3,808	1,623	1,836	2,884	881	941	941	532	3,052	1,738	2,813	4,958	928	1,051
6	Express.....	68			15,008	16	1,609	2,745	511	4,107		8,144		1,738	11	950	8,479	3,962
7	Milk, passenger trains.....													18				
8	Other passenger trains.....													10				
9	Switching.....	268	8,560		120	120	729	1,985	729	2,959	75,694	119	122	10	24		5	1,285
10	Special train service.....	190			50			501	133					63	65			261
11	Miscellaneous transportation.....												1,012	12			14	
12	Total transportation.....	201,921	182,217	149,567	134,819	108,708	100,266	72,452	25,099	76,122	75,694	41,045	60,070	58,740	54,925	56,587	52,254	51,914
13	Operations other than transportation:																	
14	Station and train privileges.....				92	2	33	80	26			8				71		1
15	Parcel room.....				25	20						3		11				
16	Storage, freight.....			11,098														
17	Storage, baggage.....				445	5,715	2,054	689	255	6,943	1,289	116		77	2,226	231	347	813
18	Car service.....	3,104	10,076		190	45		45	10			195		195				
19	Telegraph and telephone service.....				192	90	7	2,331	61	911	1,055	152		93	494			88
20	Rents of buildings and other property.....	21	1,566				12					10					1,172	20
21	Miscellaneous.....								340	7,854	2,345	485		283	2,720	431	1,519	922
22	Total other railroad operations.....	3,125	12,838	11,098	944	5,844	2,105	3,145										
23	Joint facilities revenue, net balance.....																	
24	Total railroad operating revenues.....	205,046	195,055	160,664	135,793	114,552	102,371	75,596	25,439	83,976	78,039	41,530	60,070	59,023	57,645	56,637	53,772	52,836
25	Av. number miles of road operated.....	19,36	7,00	1,00	45,89	21,15	56,13	28,28	9,39	18,02	3,18	14,30	19,14	22,18	5,00	19,52	10,44	27,88
26	Av. optg. rev. per mile of road operated.....	\$10,591	\$27,865	\$160,664	\$2,959	\$5,416	\$1,824	\$2,673	\$2,709	\$4,660	\$24,541	\$2,904	\$3,138	\$2,661	\$11,520	\$2,901	\$5,151	\$1,895
	Av. trans. rev. per mile of road operated.....	\$10,430	\$26,031	\$149,567	\$2,939	\$5,140	\$1,786	\$2,562	\$2,673	\$4,224	\$23,803	\$2,870	\$3,138	\$2,648	\$10,985	\$2,899	\$5,005	\$1,862

No.	Dansville & Mt. M. 47	Bath & H. 48	Owasco River 49	Raquette Lake 50	Sterling M. 51	Scho- harie V. 52	Marcellus & O. L. 53	A. & St. L. 54	Carthage & C. 55	N. & M. (be- fore rev. 55a)	N. & M. (Re- ceiv. 55b)	Kanona & P. 57	C. & St. L. 58	Glenfield & W. 59	M. & S. 60	K., A. C. & L. C. 61	Otis 62	Fulton Chain 63	Dexter & N. 64	Catskill & T. 65	Cran- berry L. 66
1	Dollars 23,861	Dollars 22,324	Dollars 22,323	Dollars 11,323	Dollars 33,722	Dollars 19,517	Dollars 22,020	Dollars 20,866	Dollars 14,372	Dollars 13,932	Dollars 2,361	Dollars 11,151	Dollars 17,155	Dollars 18,373	Dollars 8,123	Dollars 6,049	Dollars 2,990	Dollars 2,990	Dollars 7,700	Dollars 1,568	Dollars 1,643
2	14,878	15,687	22,353	22,353	33,791	8,997	5,220	2,768	6,335	13,932	854	5,793	3,131	1,298	6,893	8,732	11,966	11,966	4,641	5,653	1,643
3	166	126	58	118	392	58	28	28	48	2,445	1		14			103	11		27	5	17
4	682	682	470	643	348	348	470	444	431	320	107	659	377	59	344	168			65		221
5	52	52	979	1,558	1,844	1,844	979	944	588			1,191	191		925	863			708		730
6	1,652	1,743		1,472																	
7	32	85		1,475		3									79						
8			38,096					4,857											7		
9	11	50								41			117						11,277		
10	165	1								5		905	3								
11																					
12	41,450	40,696	38,096	37,571	34,114	30,766	28,689	29,907	21,774	18,543	3,323	19,760	20,989	19,730	16,285	15,915	14,966	13,219	11,641	7,225	4,253
13		7		1,080										2			31	21			32
14		17																			
15		5																			
16																					
17	584	662	426	7	584	902	1,463	145	131				60				3				
18				28				188	50	50	10	289	2		105						
19			1,115	9		9	254	18	229			1,550	30				109				
20	80	1	1,254																		
21	664	692	2,795	1,115			902	352	410	50	10	1,839	95		105		143	21		32	
22																					
23	42,114	41,388	40,891	38,687	34,114	31,667	30,407	30,259	22,183	18,593	3,333	21,599	21,084	19,730	16,390	15,915	15,109	13,241	11,641	7,257	4,253
24	14.88	10.00	2.11	24.27	7.60	4.38	9.05	3.61	8.66	7.43	1.76	11.44	1.21	19.45	5.33	5.64	1.08	2.21	2.00	5.25	6.00
25	\$2,830	\$1,390	\$19,350	\$1,594	\$4,489	\$7,230	\$3,606	\$8,382	\$2,562	\$2,502	\$1,894	\$1,888	\$17,425	\$1,014	\$5,075	\$2,822	\$13,990	\$5,991	\$5,820	\$1,382	\$709
26	\$2,786	\$1,070	\$18,055	\$1,948	\$4,489	\$7,024	\$3,170	\$8,284	\$2,514	\$2,496	\$1,888	\$1,727	\$17,346	\$1,014	\$3,055	\$2,822	\$13,858	\$5,982	\$5,820	\$1,376	\$709

<sup>1</sup> Report covers period July 1, 1913, to December 31, 1913; see statement Organization, etc.  
<sup>2</sup> Report covers period January 1, 1914, to June 30, 1914; see statement Organization, etc.  
<sup>3</sup> Not amount paid by The New York Central and Hudson River Railroad Company and The Lake Shore and Michigan Southern Railway Company to cover operating expenses and fixed charges of respondent.  
<sup>4</sup> Payments by the Erie and Western Transportation Company, controlling the respondent, for the handling and transferring of freight are limited by contract to an amount "sufficient for the maintenance and operation of the property of the Connecting Terminal Railroad Company".  
<sup>5</sup> Report covers period April 1, 1913, to March 31, 1914; see statement Organization, etc.  
<sup>6</sup> Report covers period April 1, 1914, to June 30, 1914; see statement Organization, etc.  
<sup>7</sup> Report covers period December 1, 1913, to June 30, 1914; see statement Organization, etc.  
<sup>8</sup> Operating revenues cover period July 1, 1913, to April 21, 1914; see statement Organization, etc.  
<sup>9</sup> Report covers period April 22, 1914, to June 30, 1914; see statement Organization, etc.



TABLE 110: OPERATING EXPENSES, OPERATING STEAM RAILROAD

Part A: Corporations Having Revenues from Railroad Operations of \$1,000,000

The figures given are for the "rail operations" of the corporation as a whole; they are not segregated according to state lines. The expenses are classified in the corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic

L.No.	Name of account	Pennsylvania 1	New York C. & H. R. 2	New York, N. H. & H. 3	Lake Shore & M. S. 4	Erie 5	Boston & Maine 6	Delaware, L. & W. 7	L.No.
1	<i>Maintenance of way and structures:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
	Superintendence .....	1,287,958	808,339	369,252	326,431	331,836	184,782	201,756	1
2	Ballast .....	697,775	289,400	16,177	164,704	15,162	47,168	157,071	2
3	Ties .....	2,508,670	2,291,362	1,460,050	1,204,165	890,631	1,359,276	791,285	3
4	Rails .....	1,158,399	1,053,591	501,274	299,795	485,413	321,353	347,981	4
5	Other track materials .....	1,676,726	972,721	383,100	344,208	413,272	303,220	654,714	5
6	Roadway and track .....	6,953,936	4,866,198	2,406,203	2,373,566	2,117,553	2,107,918	1,433,323	6
7	Removal of snow, sand, and ice .....	890,478	465,093	164,580	162,198	171,887	186,295	114,853	7
8	Maintenance of roadway and track (lines 2-7) .....	13,885,984	9,938,366	4,931,384	4,548,637	4,093,919	4,325,230	3,499,226	8
9	Tunnels .....	101,555	51,036	1,168	34	24,175	17,372	10,043	9
10	Bridges, trestles, and culverts .....	1,784,693	1,232,158	382,580	301,215	383,311	466,645	221,427	10
11	Over- and undergrade crossings .....	163,090	99,246	144,318	26,334	1,837	72,352	45,236	11
12	Grade crossings, fences, etc. ....	273,475	255,258	131,072	122,271	123,689	124,497	120,139	12
13	Snow and sand fences and snow-sheds .....	9,610	1,875	26	2,221	2,518	398		13
14	Signals and interlocking plants .....	1,540,701	1,244,874	679,249	382,457	360,824	242,823	329,812	14
15	Telegraph and telephone lines .....	668,907	185,990	53,008	153,850	45,618	33,660	53,925	15
16	Electric power transmission .....	55,008	91,273	307,124		1,147	20,004		16
17	Maintenance of track structures (lines 9-16) .....	14,668,897	3,161,712	1,698,544	988,381	943,119	977,751	780,582	17
18	Buildings, fixtures, and grounds .....	3,082,960	2,080,438	879,681	747,083	545,740	837,436	619,553	18
19	Docks and wharves .....	118,469	207,625	110,503	2,396	35,098	41,443	49,628	19
20	Maint. buildings, docks, and wharves (lines 18, 19) ..	3,223,839	2,288,063	990,184	749,479	580,839	878,879	669,181	20
21	Injuries to persons .....	21,890	147,535	73,837	42,121	44,675	50,073	27,237	21
22	Roadway tools and supplies .....	261,790	189,709	71,053	99,573	102,847	68,255	70,378	22
23	Stationery and printing .....	58,944	36,965	8,261	16,709	17,046	10,545	14,319	23
24	Other expenses .....	65,305	7,789	6,775	1,632	215	1,840	253	24
25	Other maint. way and structure expenses (lines 22-24) ..	386,039	234,462	86,088	117,915	120,109	80,639	84,950	25
26	Total foregoing maint. way and structure expenses ..	23,474,608	16,578,478	8,149,289	6,772,963	6,114,497	6,497,354	5,262,933	26
27	Maint. joint tracks, yards, and other facilities, Dr. ...	1,025,013	400,551	696,722	387,805	119,799	125,835	19,223	27
28	Maint. joint tracks, yards, and other facilities, Cr. ...	895,521	914,450	14,947	344,184	323,700	77,358	68,371	28
29	Total maintenance way and structure expenses .....	23,604,100	16,064,579	8,831,064	6,816,584	5,910,596	6,545,830	5,213,785	29
30	<i>Maintenance of equipment:</i>								
	Superintendence .....	1,325,261	573,861	277,434	290,834	264,811	169,955	125,678	30
31	Steam locomotive repairs .....	12,583,821	6,298,313	2,998,379	2,545,430	3,295,510	2,632,362	1,910,597	31
32	Electric locomotive repairs .....	59,609	77,345	532,442			30,064		32
33	Locomotive repairs (lines 31, 32) .....	12,643,430	6,375,658	3,530,821	2,545,430	3,295,510	2,662,426	1,910,597	33
34	Passenger-train cars repairs .....	2,211,118	1,836,303	1,316,722	527,256	542,809	786,269	487,908	34
35	Freight-train cars repairs .....	11,539,012	7,668,241	2,549,357	6,108,992	4,077,963	2,990,221	1,759,662	35
36	Electric equipment of cars repairs .....	2,419	21,284	95,751		8,710			36
37	Cars repairs (lines 34-36) .....	13,752,549	9,525,828	3,961,830	6,636,248	4,629,482	3,776,490	2,247,571	37
38	Floating equipment repairs .....	7,119		295,853					38
39	Work equipment repairs .....	274,748	186,316	61,978	99,885	185,128	32,422	30,447	39
40	Steam locomotives renewals .....		585,497	25,583	379,558	23,742	17,544	13,515	40
41	Electric locomotives renewals .....								41
42	Passenger-train cars renewals .....	51,767	422,335	4,518	56,776	328	9,192	630	42
43	Freight-train cars renewals .....	713,763	1,176,238	47,576	712,661	104,441	7,704	140,905	43
44	Electric equipment of cars renewals .....								44
45	Floating equipment renewals .....								45
46	Work equipment renewals .....	9,999	198,569	10,011	33,016	7,290	2	5,159	46
47	Equipment renewals (lines 40-46) .....	775,529	2,382,638	87,688	1,182,011	135,801	34,443	158,949	47
48	Steam locomotives depreciation .....	3,016,616	844,511	298,634	332,780	312,643	338,776	421,399	48
49	Electric locomotives depreciation .....	84,603	42,252	76,923			7,359		49
50	Passenger-train cars depreciation .....	101,411	295,977	302,928	101,969	93,356	156,631	111,640	50
51	Freight-train cars depreciation .....	3,084,818	1,301,644	985,778	967,367	714,430	365,232	893,468	51
52	Electric equipment of cars depreciation .....	18,799	48,854			1,253			52
53	Floating equipment depreciation .....			88,526	608				53
54	Work equipment depreciation .....	74,189	69,821	20,577	44,836	17,955	11,862	23,539	54
55	Equipment depreciation (lines 48-54) .....	6,380,436	2,603,058	1,773,366	1,447,559	1,139,638	879,881	1,450,046	55
56	Injuries to persons .....	29,262	136,703	39,291	62,938	47,237	52,151	24,865	56
57	Shop machinery and tools .....	1,357,661	514,789	259,372	262,199	240,151	100,542	197,731	57
58	Power plant equipment .....	22,656	55,151	84,775					58
59	Stationery and printing .....	127,847	56,703	6,161	29,997	22,330	12,299	14,696	59
60	Other expenses .....	109,171	6,855	6	1,625	1,252	296	8,339	60
61	Other maint. equipment expenses (lines 57-60) .....	1,705,730	633,497	350,301	293,821	263,732	113,138	220,765	61
62	Total foregoing maintenance equipment expenses ..	36,894,064	22,417,560	10,378,562	12,558,725	9,961,340	7,720,905	6,168,919	62
63	Maintenance joint equipment at terminals, Dr. ....	92,811	10	11,755	13,833	188	20,856		63
64	Maintenance joint equipment at terminals, Cr. ....	340,829	22,852	859	4,121	842	7,890		64
65	Total maintenance of equipment expenses .....	36,646,047	22,394,718	10,389,458	12,568,436	9,960,686	7,733,871	6,168,919	65
66	<i>Traffic expenses:</i>								
	Superintendence .....	634,547	483,915	208,205	247,451	309,496	182,546	221,761	66
67	Outside agencies .....	915,709	575,055	72,651	219,988	285,640	82,466	263,323	67
68	Advertising .....	322,392	239,541	167,229	92,307	71,899	92,443	137,353	68
69	Traffic associations .....	55,606	91,725	3,057	24,698	23,331	5,710	45,223	69
70	Fast freight lines .....	24,486	501,709		272,905	416,430	39,256	110,951	70
71	Industrial and immigration bureaus .....	49,617	21,672	5,693	6,853	10,965	5,730	21,569	71
72	Stationery and printing .....	425,286	206,887	45,185	158,532	139,711	56,808	77,521	72
73	Other expenses .....	1,608	13,191		438	848	99	1,196	73
74	Total foregoing traffic expenses .....	2,429,251	2,133,695	502,020	1,023,172	1,258,320	465,058	878,896	74
75	<i>Transportation expenses:</i>								
	Superintendence .....	2,564,846	1,079,415	480,340	506,758	501,803	305,801	266,486	75
76	Dispatching trains .....	2,171,864	449,370	182,722	102,957	475,442	125,605	129,509	76
77	Superintendence and dispatching trains (lines 75, 76) ..	4,736,710	1,528,785	663,062	609,715	977,245	431,406	395,995	77

<sup>1</sup> Includes \$16,970 "Bridges, trestles, and culverts depreciation," and \$54,889 "Electric power transmission depreciation".

<sup>2</sup> Includes \$22,410 "Buildings, fixtures, and grounds depreciation".

<sup>3</sup> Includes \$133,608 "Power plant equipment depreciation".



## CORPORATIONS, YEAR ENDED JUNE 30, 1914

and Upward, or Operating Road 250 Miles Long or Longer.

accordance with the officially prescribed uniform system of accounts. Figures in *italics* denote credits.  
order and their ranking on the basis of railroad operating revenues see page 27.

L.No.	Name of account	Pennsylvania 1	New York C. & H. R. 2	New York, N. H. & H. 3	Lake Shore & M. S. 4	Erie 5	Boston & Maine 6	Delaware, L. & W. 7	L.No.
	<i>Transportation expenses (concluded):</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
78	Station employees.....	10,075,786	6,720,903	4,857,766	3,184,833	2,576,842	4,012,093	1,945,439	78
79	Weighing and car service associations.....	53,254	3,384	2,988	42,729	39,729	11,353	11,958	79
80	Coal and ore docks.....	696,169	40,080						80
81	Station supplies and expenses.....	1,131,070	782,919	411,692	195,777	240,965	301,451	143,423	81
82	Station service (lines 78-81).....	11,956,280	7,547,286	5,272,447	3,423,340	2,857,538	4,324,897	2,109,819	82
83	Yard enginemen.....	2,772,914	1,692,925	579,913	999,106	735,371	661,634	487,449	83
84	Yardmasters and their clerks.....	1,772,899	762,684	433,572	402,945	355,934	454,420	315,962	84
85	Yard conductors and brakemen.....	6,059,270	2,313,566	1,033,843	1,588,556	1,230,643	1,305,736	783,468	85
86	Yard switch and signal tenders.....	638,780	400,205	270,130	152,726	103,726	199,981	36,854	86
87	Other yard employees (lines 84-86).....	8,470,949	3,476,455	1,737,545	2,144,227	1,690,303	1,960,137	1,136,284	87
88	Fuel for yard locomotives.....	1,994,033	1,379,929	705,600	871,042	628,917	698,074	389,285	88
89	Yard supplies and expenses.....	358,871	107,551	34,588	31,722	23,850	26,117	22,320	89
90	Enginehouse expenses, yard.....	607,571	518,983	157,391	303,722	181,989	190,731	138,582	90
91	Water for yard locomotives.....	203,192	91,387	46,296	73,725	42,209	27,172	17,399	91
92	Lubricants for yard locomotives.....	47,181	25,702	10,659	17,982	14,476	7,628	5,624	92
93	Other supplies for yard locomotives.....	63,472	23,658	16,970	22,382	13,647	11,124	9,972	93
94	All other yard expenses (lines 89-93).....	1,280,288	767,280	265,904	449,532	276,171	262,771	193,897	94
95	Total direct station and yard expenses (lines 78-93).....	26,474,464	14,863,876	8,561,408	7,887,247	6,188,300	7,907,513	4,307,734	95
96	Motormen.....	123,901	172,851	220,184		6,850	22,584		96
97	Road enginemen.....	7,763,995	4,730,618	2,290,809	1,875,183	2,238,654	2,408,595	1,483,905	97
98	Road enginemen and motormen (lines 96, 97).....	7,887,895	4,903,469	2,510,993	1,875,183	2,245,505	2,431,179	1,483,905	98
99	Fuel for road locomotives.....	9,258,993	7,055,641	4,541,442	2,769,796	3,215,836	4,231,528	2,392,664	99
100	Enginehouse expenses, road.....	2,186,937	1,727,706	781,541	526,682	874,659	650,693	474,113	100
101	Water for road locomotives.....	1,152,041	481,353	256,259	222,634	191,960	185,126	136,996	101
102	Lubricants for road locomotives.....	205,456	159,714	72,345	64,496	70,545	56,510	45,729	102
103	Other supplies for road locomotives.....	314,831	154,935	113,252	48,864	73,503	77,773	33,049	103
104	Operating power plants.....	233,406	363,725	225,670		726			104
105	Purchased power.....	16,008	4,320	168,916		15,924	122,859		105
106	Other road locos. sups. and exp. (lines 100-105).....	4,108,680	2,891,753	1,617,982	862,675	1,227,316	1,092,962	689,888	106
107	Road trainmen.....	7,984,016	5,440,657	3,094,478	1,994,487	2,427,812	2,932,123	1,510,459	107
108	Train supplies and expenses.....	2,619,798	1,762,993	778,618	622,809	698,370	579,783	508,594	108
109	Injuries to persons.....	99,432	741,992	750,283	666,678	370,189	383,284	227,451	109
110	Loss and damage, freight.....	1,021,675	1,423,337	557,978	872,858	620,390	415,696	329,413	110
111	Loss and damage, baggage.....	17,669	23,868	6,099	5,490	3,190	4,308	1,161	111
112	Loss and damage (lines 110, 111).....	1,039,344	1,447,205	564,076	878,348	623,580	420,004	330,574	112
113	Clearing wrecks.....	505,138	147,076	57,975	101,084	85,729	48,331	27,731	113
114	Damage to property.....	61,738	166,203	161,123	58,803	40,124	115,006	32,965	114
115	Damage to stock on right of way.....	21,309	13,621	1,582	7,982	12,441	4,831	4,600	115
116	Casualties (lines 113-115).....	588,185	326,900	220,681	167,870	138,294	168,168	65,296	116
117	Interlockers, block, and other signals operations.....	906,688	1,204,849	700,598	380,971	219,839	543,757	236,071	117
118	Crossing flagmen and gatemen.....	403,063	446,959	398,650	166,717	211,901	483,455	186,720	118
119	Drawbridge operation.....	78,988	48,657	73,924	29,057	17,330	44,857	18,474	119
120	Telegraph and telephone operation.....	728,183	130,531	142,706	109,929	95,100	135,844	73,781	120
121	Operating floating equipment.....	60,162		622,565					121
122	Express service.....								122
123	Stationery and printing.....	780,845	332,245	311,639	224,113	151,275	166,613	119,408	123
124	Other expenses.....	336,955	57,512	28,119	71,519	30,189	11,098	18,989	124
125	All other transportation expenses (lines 117-124).....	3,294,884	2,220,754	2,278,201	982,307	725,634	1,385,623	653,443	125
126	Total direct movement expenses (lines 96-124).....	36,881,227	26,791,364	16,356,754	10,820,154	11,672,537	13,624,653	7,862,274	126
127	Total foregoing transportation expenses.....	68,092,401	43,184,025	25,581,224	19,317,115	18,838,082	21,963,573	12,566,002	127
128	Operating joint yards and terminals, Dr.....	987,591	343,069	1,108,843	455,726	136,295	532,726	11,620	128
129	Operating joint yards and terminals, Cr.....	3,036,671	1,150,238	64,270	590,183	296,732	255,366	6,933	129
130	Operating joint tracks and facilities, Dr.....	254,542	117,847	250,256	166,640	92,341	11,040	7,578	130
131	Operating joint tracks and facilities, Cr.....	176,173	340,411	7,365	134,402	138,099	62,622	68,367	131
132	Total transportation expenses.....	66,121,690	42,154,292	26,868,687	19,214,897	18,631,857	22,189,351	12,509,901	132
	<i>General expenses:</i>								
133	Salaries and expenses of general officers.....	331,014	295,853	196,666	129,237	187,866	107,352	144,806	133
134	Salaries and expenses of clerks and attendants.....	2,210,590	1,443,949	731,794	567,075	587,343	520,231	350,839	134
135	General office supplies and expenses.....	360,510	159,828	83,685	54,097	125,010	12,822	58,917	135
136	Law expenses.....	312,157	433,186	426,821	178,398	225,347	192,658	129,676	136
137	Administration expenses (lines 133-136).....	3,214,271	2,323,816	1,438,965	928,807	1,125,565	833,063	684,238	137
138	Insurance.....	703,229	244,046	99,050	40,686	78,792	211,656	3,756	138
139	Relief department expenses.....	268,286							139
140	Pensions.....	690,558	231,723	152,808	105,852	7,688	106,847	89,905	140
141	Stationery and printing.....	190,618	105,334	81,673	54,900	65,559	41,040	43,360	141
142	Valuation expenses.....	32,675	49,386	24,177	13,360	1,915	44,521	14,233	142
143	Other expenses.....	117,048	66,953	53,075	45,255	54,568	116,154	24,432	143
144	Other general expenses (lines 139-143).....	1,299,185	453,396	311,733	219,367	129,730	308,562	171,930	144
145	Total foregoing general expenses.....	5,216,685	3,021,258	1,849,747	1,188,861	1,334,086	1,353,282	859,925	145
146	Gen. admin. joint tracks, yards, and terminals, Dr.....	40,285	7,448	74,700	6,113	6,267	9,478		146
147	Gen. admin. joint tracks, yards, and terminals, Cr.....	8,209	57,646	327	803	17,687	192	10,015	147
148	Total general expenses.....	5,248,761	2,971,060	1,924,120	1,194,171	1,322,666	1,362,568	849,909	148
149	Total optg. expenses excluding joint facility accounts.....	136,107,009	87,335,016	46,460,842	40,860,836	37,506,325	38,000,172	25,736,674	149
150	Grand total railroad operating expenses.....	134,049,847	85,718,343	48,515,350	40,817,260	37,084,156	38,296,679	25,621,409	150
	<i>Statistics:</i>								
151	Average number miles road operated.....	4,083.54	3,754.76	2,046.29	1,856.41	1,987.84	2,251.69	959.81	151
152	Average operating expenses per mile of road.....	\$32.827	\$22.829	\$23.709	\$21.987	\$18.655	\$17.008	\$26.694	152
153	Operating ratio, per cent.....	74.90	76.06	72.83	76.52	70.85	80.77	64.34	153



TABLE 110: OPERATING EXPENSES, OPERATING STEAM RAILROAD

Part A: Corporations Having Revenues from Railroad Operations of \$1,000,000

The figures given are for the "rail operations" of the corporation as a whole; they are not segregated according to state lines. The expenses are classified in the corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic

L.No.	Name of account	Lehigh Valley 8	Delaware & Hudson 9	Northern Central 10	Long Island 11	New York, C. & St. L. 12	Buffalo, R. & P. 13	New York, O. & W. 14	Central N. E. 15	L.No.
1	Maintenance of way and structures:	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	
2	Superintendence.....	229,817	97,458	112,631	92,777	61,502	82,708	45,864	29,683	1
3	Ballast.....	66,448	14,876	46,956	9,707	6,083	43,988	21,890	16,790	2
4	Ties.....	827,921	288,159	289,596	205,748	283,354	213,714	194,657	100,952	3
5	Rails.....	309,743	44,472	114,586	21,944	125,087	85,492	64,647	11,811	4
6	Other track materials.....	191,704	100,907	117,041	30,309	114,027	36,562	57,809	31,584	5
7	Roadway and track.....	1,345,067	576,814	574,526	461,682	550,850	524,692	424,168	234,406	6
8	Removal of snow, sand, and ice.....	80,101	95,560	42,847	45,240	22,668	38,596	58,805	18,899	7
9	Maintenance of roadway and track (lines 2-7).....	2,820,984	1,120,788	1,185,552	774,628	1,102,069	943,045	821,975	414,443	8
10	Tunnels.....	6,901	3,207	7,535	47,703	47,375	119,183	84,717	42,515	9
11	Bridges, trestles, and culverts.....	295,420	68,142	133,995	7,330	6,465	2,795	1,568	3,753	10
12	Over- and undergrade crossings.....	7,470	21,367	4,105	62,099	45,771	35,367	30,523	12,393	11
13	Grade crossings, fences, etc.....	56,120	46,124	30,060	258	483	46	176	13	12
14	Snow and sand fences and snow-sheds.....	3,893	9	46,992	123,285	18,876	30,132	33,116	13,030	13
15	Signals and interlocking plants.....	337,463	100,176	42,237	17,384	59,723	16,073	7,654	3,987	14
16	Telegraph and telephone lines.....	95,757	20,080	89,242	89,242	.....	.....	.....	.....	15
17	Electric power transmission.....	.....	.....	.....	.....	.....	.....	.....	.....	16
18	Maintenance of track structures (lines 9-16).....	803,023	259,105	257,388	437,836	178,210	206,133	164,321	75,854	17
19	Buildings, fixtures, and grounds.....	499,129	162,657	205,975	203,626	98,926	143,488	104,268	40,473	18
20	Docks and wharves.....	116,580	21,855	8,253	8,465	.....	21,890	25,838	.....	19
21	Maintenance buildings, docks, and wharves (lines 18, 19).....	615,708	184,512	214,228	427,091	98,926	180,225	130,106	40,473	20
22	Injuries to persons.....	10,464	13,479	1,616	3,777	15,509	13,178	9,363	12,459	21
23	Roadway tools and supplies.....	47,783	15,599	16,639	15,975	14,571	28,138	14,515	5,295	22
24	Stationery and printing.....	7,107	4,476	4,779	4,461	1,841	6,771	2,727	428	23
25	Other expenses.....	756	17	1,104	916	21	.....	15	4	24
26	Other maint. way and structure expenses (lines 22-24).....	55,645	20,092	22,522	21,352	16,434	34,910	17,257	5,727	25
27	Total foregoing maint. way and structure expenses.....	4,535,642	1,695,434	1,793,936	1,494,462	1,472,649	1,460,198	1,188,886	578,639	26
28	Maint. joint tracks, yards, and other facilities, Dr.....	80,181	149,555	153,698	247,653	76,973	56,501	90,201	8,969	27
29	Maint. joint tracks, yards, and other facilities, Cr.....	40,762	86,898	243,409	184,737	17,016	68,745	6,625	1,201	28
30	Total maintenance way and structure expenses.....	4,575,062	1,758,090	1,704,226	1,557,378	1,532,606	1,447,953	1,272,562	586,407	29
31	Maintenance of equipment:									
32	Superintendence.....	142,984	134,819	107,856	43,902	64,363	71,655	48,901	22,751	30
33	Steam locomotive repairs.....	2,278,632	1,452,323	1,091,158	388,304	493,752	597,351	515,759	234,704	31
34	Electric locomotive repairs.....	.....	.....	.....	.....	.....	.....	.....	.....	32
35	Locomotive repairs (lines 31, 32).....	2,278,632	1,452,323	1,091,158	388,304	493,752	597,351	515,759	234,704	33
36	Passenger-train cars repairs.....	317,119	213,976	171,465	377,407	81,056	35,428	160,840	16,849	34
37	Freight-train cars repairs.....	2,521,584	1,421,347	895,212	147,423	764,632	909,286	496,879	97,258	35
38	Electric equipment of cars repairs.....	.....	.....	.....	60,659	.....	.....	.....	.....	36
39	Cars repairs (lines 34-36).....	2,838,703	1,635,323	1,066,677	585,490	845,688	944,714	657,719	114,107	37
40	Floating equipment repairs.....	158	.....	137	.....	.....	.....	.....	.....	38
41	Work equipment repairs.....	46,281	15,559	15,147	8,855	8,439	35,909	8,457	3,364	39
42	Steam locomotives renewals.....	18,581	5,123	.....	8,250	66,677	748	5,213	4,770	40
43	Electric locomotives renewals.....	.....	.....	.....	.....	.....	.....	.....	.....	41
44	Passenger-train cars renewals.....	4,728	.....	4,185	6,578	.....	2,240	.....	2,454	42
45	Freight-train cars renewals.....	304,381	240,466	55,548	36,369	54,724	139,582	26,825	3,783	43
46	Electric equipment of cars renewals.....	.....	.....	.....	.....	.....	.....	.....	.....	44
47	Floating equipment renewals.....	.....	.....	.....	.....	.....	.....	.....	.....	45
48	Work equipment renewals.....	10,873	4,949	371	4,870	5,798	3,407	405	1,703	46
49	Equipment renewals (lines 40-46).....	338,563	250,538	60,103	56,067	127,199	145,976	32,443	12,710	47
50	Steam locomotives depreciation.....	321,799	.....	187,092	40,000	61,815	73,440	67,488	33,340	48
51	Electric locomotives depreciation.....	.....	.....	.....	.....	.....	.....	.....	.....	49
52	Passenger-train cars depreciation.....	63,060	.....	38,380	160,000	10,682	15,623	29,621	6,036	50
53	Freight-train cars depreciation.....	828,154	.....	238,229	25,000	164,855	270,728	146,611	34,716	51
54	Electric equipment of cars depreciation.....	.....	.....	.....	30,000	.....	.....	.....	.....	52
55	Floating equipment depreciation.....	237	.....	.....	.....	.....	.....	.....	.....	53
56	Work equipment depreciation.....	21,478	.....	3,581	.....	5,362	10,941	3,842	3,062	54
57	Equipment depreciation (lines 48-54).....	1,234,728	.....	467,283	285,000	242,715	370,732	247,561	77,154	55
58	Injuries to persons.....	15,465	37,044	1,889	4,603	12,119	5,440	8,848	1,960	56
59	Shop machinery and tools.....	105,279	96,239	69,738	28,906	27,696	20,300	38,947	6,526	57
60	Power plant equipment.....	.....	.....	.....	6,283	.....	.....	.....	.....	58
61	Stationery and printing.....	11,151	13,387	8,853	3,758	3,810	3,267	5,454	.....	59
62	Other expenses.....	.....	.....	456	1,384	21	767	.....	1,374	60
63	Other maintenance equipment expenses (lines 57-60).....	116,430	109,626	79,047	40,331	31,528	42,217	44,401	7,952	61
64	Total foregoing maintenance equipment expenses.....	7,011,946	3,635,231	2,889,298	1,412,552	1,825,803	2,213,994	1,564,090	474,703	62
65	Maintenance joint equipment at terminals, Dr.....	.....	.....	114,989	75,790	376	2,200	.....	859	63
66	Maintenance joint equipment at terminals, Cr.....	.....	.....	61,383	68,449	.....	.....	.....	9,524	64
67	Total maintenance of equipment expenses.....	7,011,946	3,635,231	2,942,904	1,429,892	1,826,178	2,216,194	1,564,090	466,038	65
68	Traffic expenses:									
69	Superintendence.....	181,341	79,461	59,110	58,822	77,844	90,242	35,689	10,396	66
70	Outside agencies.....	514,274	124,962	60,981	9,080	166,433	20,194	24,101	1,480	67
71	Advertising.....	108,886	45,665	23,250	62,611	34,109	12,592	12,942	802	68
72	Traffic associations.....	19,305	1,080	4,209	163	6,799	3,239	40	207	69
73	Fast freight lines.....	77,103	18,871	3,161	.....	255,155	.....	21,930	.....	70
74	Industrial and immigration bureaus.....	17,019	8,163	3,788	28,226	.....	2,471	18,329	.....	71
75	Stationery and printing.....	84,945	47,302	42,744	13,173	43,836	21,805	10,908	2,414	72
76	Other expenses.....	.....	.....	181	40	1,110	10	265	.....	73
77	Total foregoing traffic expenses.....	1,002,872	325,503	197,426	172,115	585,287	150,553	124,204	15,300	74
78	Transportation expenses:									
79	Superintendence.....	366,534	187,254	241,590	143,054	117,142	110,350	74,800	37,220	75
80	Dispatching trains.....	115,014	86,445	267,091	151,821	106,095	142,853	30,171	14,880	76
81	Superintendence and dispatching trains (lines 75, 76).....	481,548	273,699	508,681	294,875	223,238	253,206	104,971	52,099	77

<sup>1</sup> Includes \$20,000 "Electric power transmission depreciation".

<sup>2</sup> Includes \$15,000 "Buildings, fixtures, and grounds depreciation".

<sup>3</sup> Includes \$30,000 "Power plant equipment depreciation".

<sup>4</sup> Includes \$14,847 "Depreciation on ore unloading machines".

<sup>5</sup> Includes \$17,883 "Shop machinery and tools depreciation".



## CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

and Upward, or Operating Road 250 Miles Long or Longer (continued).

accordance with the officially prescribed uniform system of accounts. Figures in *italics* denote credits.  
order and their ranking on the basis of railroad operating revenues see page 27.

L.No.	Name of account	Lehigh Valley 8	Delaware & Hudson 9	Northern Central 10	Long Island 11	New York, C. & St. L. 12	Buffalo, R. & P. 13	New York, O. & W. 14	Central N. E. 15	L.No.
	<i>Transportation expenses (concluded):</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
78	Station employees.....	1,430,176	907,932	1,281,835	623,188	821,527	359,542	404,614	232,523	78
79	Weighing and car service associations.....	28,293	4,410	4,670	.....	16,679	7	.....	105	79
80	Coal and ore docks.....	176,533	13,741	2,454	.....	.....	20,631	122,752	.....	80
81	Station supplies and expenses.....	160,535	69,134	86,269	131,622	47,184	24,432	50,629	10,945	81
82	Station service (lines 78-81).....	1,795,837	995,217	1,375,228	754,810	885,389	404,612	577,996	243,573	82
83	Yard enginemmen.....	563,538	286,476	184,484	77,765	224,606	137,977	62,406	32,184	83
84	Yardmasters and their clerks.....	266,432	149,883	84,527	62,083	72,369	76,427	34,127	28,192	84
85	Yard conductors and brakemen.....	970,889	515,062	311,377	155,212	370,629	230,403	119,347	80,724	85
86	Yard switch and signal tenders.....	66,375	62,939	1,118	47,558	19,643	2,480	6,682	9,489	86
87	Other yard employees (lines 84-86).....	1,303,696	727,904	397,022	264,853	462,641	309,310	160,157	118,405	87
88	Fuel for yard locomotives.....	477,653	336,846	192,492	98,310	182,875	131,910	59,891	52,790	88
89	Yard supplies and expenses.....	18,904	15,329	14,974	15,665	3,931	10,408	3,745	1,774	89
90	Enginehouse expenses, yard.....	127,549	100,188	38,480	22,808	42,249	49,097	25,271	7,041	90
91	Water for yard locomotives.....	25,247	7,461	15,031	8,489	12,337	3,745	2,093	2,894	91
92	Lubricants for yard locomotives.....	4,713	6,146	3,193	1,470	4,538	2,183	1,104	901	92
93	Other supplies for yard locomotives.....	8,724	4,889	4,863	1,895	4,179	5,227	408	1,294	93
94	All other yard expenses (lines 89-93).....	185,137	134,013	76,542	50,327	67,234	70,661	32,622	13,904	94
95	Total direct station and yard expenses (lines 78-93).....	4,325,860	2,480,456	2,225,768	1,246,065	1,822,745	1,054,470	893,071	460,856	95
96	Motormen.....	.....	.....	.....	171,371	.....	.....	.....	.....	96
97	Road enginemmen.....	1,837,249	1,068,030	701,946	328,691	606,953	598,747	498,005	206,143	97
98	Road enginemmen and motormen (lines 96, 97).....	1,837,249	1,068,030	701,946	500,062	606,953	598,747	498,005	206,143	98
99	Fuel for road locomotives.....	3,128,496	1,902,774	1,201,458	567,297	993,580	772,649	851,355	388,924	99
100	Enginehouse expenses, road.....	442,422	500,233	177,577	133,755	120,280	175,327	167,633	60,428	100
101	Water for road locomotives.....	133,607	81,449	50,018	52,058	48,779	57,071	35,670	31,619	101
102	Lubricants for road locomotives.....	41,674	45,902	17,308	7,712	15,474	18,061	13,172	5,669	102
103	Other supplies for road locomotives.....	48,010	32,022	25,566	11,937	12,515	29,737	9,793	19,057	103
104	Operating power plants.....	.....	.....	.....	71,221	.....	.....	.....	.....	104
105	Purchased power.....	.....	.....	.....	485,440	.....	.....	.....	.....	105
106	Other road locos, supplies and expenses (lines 100-105).....	665,714	659,607	270,470	762,123	197,048	280,196	226,268	116,772	106
107	Road trainmen.....	1,993,951	1,069,663	748,810	774,823	802,738	562,569	576,294	224,875	107
108	Train supplies and expenses.....	385,360	185,994	256,387	235,654	103,527	107,391	82,136	31,867	108
109	Injuries to persons.....	217,850	261,224	4,217	240,563	211,379	44,208	56,832	31,759	109
110	Loss and damage, freight.....	333,507	140,584	78,580	36,995	221,373	31,939	31,267	20,358	110
111	Loss and damage, baggage.....	1,701	1,671	869	5,863	236	2,076	764	195	111
112	Loss and damage (lines 110, 111).....	335,209	142,255	79,450	42,858	221,609	34,015	32,031	20,553	112
113	Clearing wrecks.....	70,279	53,944	24,067	12,019	12,766	14,609	8,399	5,597	113
114	Damage to property.....	28,152	26,832	3,296	10,291	22,006	27,908	18,332	20,682	114
115	Damage to stock on right of way.....	2,515	5,226	1,955	2,171	7,481	2,330	1,672	375	115
116	Casualties (lines 113-115).....	100,946	86,002	29,318	24,481	42,253	44,847	28,403	26,654	116
117	Interlockers, block, and other signals operations.....	218,836	119,547	68,582	107,821	47,413	20,232	49,946	16,403	117
118	Crossing flagmen and gatemen.....	76,308	128,492	72,371	222,242	75,804	16,371	40,306	12,708	118
119	Drawbridge operation.....	5,166	4,547	.....	15,786	9,427	.....	936	.....	119
120	Telegraph and telephone operation.....	107,404	18,431	57,522	70,102	2,754	31	436	137	120
121	Operating floating equipment.....	2,629	.....	2,678	47,608	.....	.....	.....	.....	121
122	Express service.....	.....	.....	.....	51,640	.....	.....	.....	.....	122
123	Stationery and printing.....	85,939	67,214	88,485	98,416	44,404	32,203	30,013	10,328	123
124	Other expenses.....	9,538	211,641	6,119	6,498	684	10,067	1,947	210	124
125	All other transportation expenses (lines 117-124).....	505,820	549,873	295,758	620,112	180,485	78,904	123,585	39,785	125
126	Total direct movement expenses (lines 96-124).....	9,170,594	5,925,422	3,587,814	3,767,972	3,359,572	2,523,525	2,474,909	1,087,332	126
127	Total foregoing transportation expenses.....	13,978,002	8,679,576	6,322,263	5,308,912	5,405,555	3,831,201	3,472,951	1,600,288	127
128	Operating joint yards and terminals, Dr.....	88,825	128,938	766,341	304,540	99,667	31,202	60,009	36,037	128
129	Operating joint yards and terminals, Cr.....	36,597	47,260	624,128	120,099	11,697	2,494	6,866	242,920	129
130	Operating joint tracks and facilities, Dr.....	56,889	89,052	36,738	82,268	37,249	49,717	12,537	1,080	130
131	Operating joint tracks and facilities, Cr.....	15,936	67,930	32,064	96,870	29,517	29,406	6,752	66	131
132	Total transportation expenses.....	14,071,183	8,782,377	6,469,150	5,469,751	5,501,256	3,880,160	3,531,879	1,394,418	132
	<i>General expenses:</i>									
133	Salaries and expenses of general officers.....	148,714	100,573	25,015	59,151	46,947	71,551	48,058	5,878	133
134	Salaries and expenses of clerks and attendants.....	378,403	369,961	157,403	126,458	114,286	82,865	77,982	26,279	134
135	General office supplies and expenses.....	28,660	46,036	8,977	22,607	15,765	5,079	17,723	728	135
136	Law expenses.....	116,048	91,966	28,929	74,377	34,292	19,978	27,686	8,562	136
137	Administration expenses (lines 133-136).....	671,824	608,555	220,323	282,593	211,289	179,473	171,450	41,448	137
138	Insurance.....	51,804	51,516	45,339	76,915	135	21,413	12,705	7,840	138
139	Relief department expenses.....	59,677	.....	16,055	2,950	.....	.....	.....	.....	139
140	Pensions.....	7,491	38,997	76,113	16,892	2,384	24,281	.....	.....	140
141	Stationery and printing.....	51,025	46,760	15,832	9,725	12,349	12,408	4,909	1,301	141
142	Valuation expenses.....	65,778	18,859	2,421	17,659	5,546	239	614	237	142
143	Other expenses.....	40,589	31,423	5,463	10,780	1,339	5,296	10,453	2,415	143
144	Other general expenses (lines 139-143).....	224,470	136,039	115,885	58,006	21,619	42,223	15,976	3,952	144
145	Total foregoing general expenses.....	948,099	796,110	381,548	417,514	233,043	243,109	200,131	53,241	145
146	Gen. admin. joint tracks, yards, and terminals, Dr.....	.....	18,304	1,041	55,571	.....	93	57	.....	146
147	Gen. admin. joint tracks, yards, and terminals, Cr.....	.....	6,836	1,223	58,449	.....	.....	.....	.....	147
148	Total general expenses.....	948,099	808,579	381,365	414,636	233,043	243,202	200,188	53,241	148
149	Total optg. expenses excluding joint facility accounts.....	27,476,561	15,131,854	11,584,471	8,805,555	9,522,337	7,899,055	6,550,263	2,308,636	149
150	Grand total railroad operating expenses.....	27,609,162	15,309,780	11,695,071	9,043,773	9,678,371	7,938,063	6,692,924	2,515,404	150
	<i>Statistics:</i>									
151	Average number miles road operated.....	1,439.99	880.55	472.24	398.48	523.02	581.48	568.46	298.73	151
152	Average operating expenses per mile of road.....	\$19.173	\$17.387	\$24.765	\$22.696	\$18.505	\$13.651	\$11.774	\$8.420	152
153	Operating ratio, per cent.....	69.40	66.30	89.11	71.63	82.32	74.12	74.03	66.82	153



TABLE 110: OPERATING EXPENSES, OPERATING STEAM RAILROAD

Part A: Corporations Having Revenues from Railroad Operations of \$1,000,000

The figures given are for the "rail operations" of the corporation as a whole; they are not segregated according to state lines. The expenses are classified in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic

L.No.	Name of account	Rutland 16	New York, S. & W. 17	Lehigh & N. E. 18	P., S. & N. (Rev'r's op) 19b	Lehigh & H. R. 20	Buffalo & S. R. R. 21a	B. & S. R. R. Corp'n. 21b	Ulster & Delaware 22	L.No.
1	<i>Maintenance of way and structures:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
	Superintendence.....	31,511	20,732	22,504	21,734	8,493	8,201	8,270	6,437	1
2	Ballast.....	345	398	4,899	3,933	528	1,187	1,532	2,429	2
3	Ties.....	93,031	52,420	56,090	74,956	36,874	41,620	30,275	31,727	3
4	Rails.....	11,157	20,725	13,659	5,075	18,508	19,076	19,733	346	4
5	Other track materials.....	21,323	44,629	18,379	10,846	16,194	5,796	5,807	5,474	5
6	Roadway and track.....	169,239	118,109	100,514	174,173	82,206	72,552	48,919	63,569	6
7	Removal of snow, sand, and ice.....	17,701	10,412	7,661	7,388	4,841	550	7,082	6,311	7
8	Maintenance of roadway and track (lines 2-7).....	312,796	246,694	201,200	276,370	159,151	140,780	113,347	109,856	8
9	Tunnels.....	23,136	1,320	869	4,188	.....	.....	3	.....	9
10	Bridges, trestles, and culverts.....	23,136	16,675	7,051	17,612	10,625	13,760	8,141	3,337	10
11	Over- and undergrade crossings.....	230	587	4,078	201	674	80	28	115	11
12	Grade crossings, fences, etc.....	12,242	11,377	3,533	5,565	4,688	1,720	561	2,803	12
13	Snow and sand fences and snow-sheds.....	198	90	247	202	82	77	2	129	13
14	Signals and interlocking plants.....	2,336	23,000	4,012	1,616	3,944	50	5	5,597	14
15	Telegraph and telephone lines.....	4,209	2,526	5,909	6,988	7,007	218	156	.....	15
16	Electric power transmission.....	.....	.....	.....	.....	.....	.....	.....	.....	16
17	Maintenance of track structures (lines 9-16).....	42,352	55,574	25,699	36,372	27,020	15,905	8,895	11,981	17
18	Buildings, fixtures, and grounds.....	32,920	14,397	10,541	25,170	24,080	10,923	6,553	9,824	18
19	Docks and wharves.....	2,099	.....	.....	.....	.....	.....	.....	750	19
20	Maintenance buildings, docks, and wharves (lines 18, 19).....	35,019	14,397	10,541	25,170	24,080	10,923	6,553	10,574	20
21	Injuries to persons.....	13,870	715	536	916	5,522	295	275	304	21
22	Roadway tools and supplies.....	6,532	3,559	2,976	4,679	927	1,392	1,262	2,065	22
23	Stationery and printing.....	776	1,541	570	809	200	59	111	243	23
24	Other expenses.....	.....	.....	73	35	607	.....	.....	45	24
25	Other maint. way and structure expenses (lines 22-24).....	7,308	5,100	3,620	5,523	1,734	1,451	1,373	2,354	25
26	Total foregoing maint. way and structure expenses.....	442,854	343,212	264,100	366,086	226,000	177,555	138,715	141,506	26
27	Maint. joint tracks, yards, and other facilities, Dr.....	9,920	5,923	30,366	8,909	30,284	2,756	1,803	60	27
28	Maint. joint tracks, yards, and other facilities, Cr.....	13,537	21,879	1,569	119	.....	58	.....	260	28
29	Total maintenance way and structure expenses.....	439,237	327,256	292,897	374,875	256,284	180,254	140,518	141,806	29
30	<i>Maintenance of equipment:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
	Superintendence.....	25,787	12,334	13,988	13,961	11,353	4,441	4,797	7,703	30
31	Steam locomotive repairs.....	222,071	174,866	71,430	189,665	107,837	62,585	46,699	69,974	31
32	Electric locomotive repairs.....	.....	.....	.....	.....	.....	.....	.....	.....	32
33	Locomotive repairs (lines 31, 32).....	222,071	174,866	71,430	189,665	107,837	62,585	46,699	69,974	33
34	Passenger-train cars repairs.....	70,747	44,526	2,487	12,447	3,373	4,971	3,730	16,679	34
35	Freight-train cars repairs.....	191,008	94,954	63,501	305,324	65,572	61,689	64,011	9,278	35
36	Electric equipment of cars repairs.....	.....	.....	.....	.....	.....	.....	.....	.....	36
37	Cars repairs.....	261,755	139,480	65,988	317,771	68,945	66,660	67,741	25,957	37
38	Floating equipment repairs.....	.....	.....	.....	.....	.....	.....	.....	.....	38
39	Work equipment repairs.....	3,688	2,815	2,073	1,927	1,187	572	149	818	39
40	Steam locomotives renewals.....	16,262	570	8,825	.....	.....	.....	.....	.....	40
41	Electric locomotives renewals.....	.....	751	.....	.....	.....	.....	.....	.....	41
42	Passenger-train cars renewals.....	8,945	751	.....	.....	.....	.....	.....	.....	42
43	Freight-train cars renewals.....	29,978	239	4,230	36,206	1,857	1,046	251	.....	43
44	Electric equipment of cars renewals.....	.....	.....	.....	.....	.....	.....	.....	.....	44
45	Floating equipment renewals.....	.....	.....	.....	.....	.....	.....	.....	.....	45
46	Work equipment renewals.....	3,295	253	.....	1,610	.....	.....	.....	.....	46
47	Equipment renewals (lines 40-46).....	58,481	1,813	13,055	37,816	1,857	1,046	251	.....	47
48	Steam locomotives depreciation.....	26,362	7,947	29,394	.....	27,161	11,661	16,990	19,232	48
49	Electric locomotives depreciation.....	.....	.....	.....	.....	.....	.....	.....	.....	49
50	Passenger-train cars depreciation.....	15,107	3,202	1,268	.....	2,523	2,461	2,489	10,976	50
51	Freight-train cars depreciation.....	36,075	23,611	100,944	.....	37,291	29,657	62,984	5,966	51
52	Electric equipment of cars depreciation.....	.....	.....	.....	.....	.....	.....	.....	.....	52
53	Floating equipment depreciation.....	.....	.....	.....	.....	.....	.....	.....	.....	53
54	Work equipment depreciation.....	2,869	142	2,050	.....	.....	927	580	1,132	54
55	Equipment depreciation (lines 48-54).....	80,413	34,901	133,656	.....	66,975	44,705	83,044	37,306	55
56	Injuries to persons.....	698	349	273	403	298	406	427	508	56
57	Shop machinery and tools.....	10,445	3,768	2,497	7,438	1,763	4,784	2,937	4,910	57
58	Power plant equipment.....	.....	.....	.....	.....	.....	.....	.....	.....	58
59	Stationery and printing.....	1,994	941	488	985	444	249	520	823	59
60	Other expenses.....	16,807	.....	179	91	1,196	.....	.....	16	60
61	Other maintenance equipment expenses (lines 57-60).....	29,243	4,709	3,164	8,513	3,403	5,033	3,457	5,749	61
62	Total foregoing maintenance equipment expenses.....	682,136	371,266	303,627	570,057	261,856	185,449	206,063	148,014	62
63	Maintenance joint equipment at terminals, Dr.....	.....	.....	.....	.....	6,108	.....	.....	.....	63
64	Maintenance joint equipment at terminals, Cr.....	.....	.....	.....	.....	.....	.....	.....	.....	64
65	Total maintenance of equipment expenses.....	682,136	371,266	303,627	570,057	267,964	185,449	206,063	148,014	65
66	<i>Traffic expenses:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
	Superintendence.....	29,375	9,503	14,976	13,167	11,559	3,338	3,327	9,681	66
67	Outside agencies.....	42,181	3,593	.....	.....	.....	1,841	1,951	.....	67
68	Advertising.....	13,246	2,499	161	717	378	168	71	10,640	68
69	Traffic associations.....	1,300	224	8	272	65	204	131	151	69
70	Fast freight lines.....	9,381	.....	.....	.....	2,981	.....	.....	.....	70
71	Industrial and immigration bureaus.....	120	568	.....	.....	.....	.....	.....	.....	71
72	Stationery and printing.....	13,632	10,426	8,715	5,892	1,906	4,366	1,726	1,311	72
73	Other expenses.....	430	4	.....	.....	10	.....	.....	4	73
74	Total foregoing traffic expenses.....	109,664	26,817	23,860	20,048	16,897	9,917	7,206	21,787	74
75	<i>Transportation expenses:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
	Superintendence.....	33,016	28,842	24,807	28,329	18,595	9,049	9,292	11,933	75
76	Dispatching trains.....	11,383	49,278	8,185	10,527	10,344	9,938	8,058	7,191	76
77	Superintendence and dispatching trains (lines 75, 76)....	44,399	78,119	32,992	38,856	28,939	18,987	17,350	19,124	77

\* Report covers period July 1, 1913, to December 31, 1913; see statement Organization, etc.

10 Report covers period January 1, 1914, to June 30, 1914; see statement Organization, etc.

## CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

and Upward, or Operating Road 250 Miles Long or Longer (concluded).

accordance with the officially prescribed uniform system of accounts. Figures in *italics* denote credits.  
order and their ranking on the basis of railroad operating revenues see page 27.

L.No.	Name of account	Rutland 16	New York, S. & W. 17	Lehigh & N. E. 18	P., S. & N. (Rev.'s op) 19a	Lehigh & H. It. 20	Buffalo & S. R.R. 21a	B. & S. R.R. Corp'n 21b	Ulster & Delaware 22	L.No.
	<i>Transportation expenses (concluded):</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
78	Station employees.....	189,395	101,920	53,612	48,126	18,387	28,601	26,460	62,539	78
79	Weighing and car service associations.....	127	8	106	.....	.....	.....	.....	2	79
80	Coal and ore docks.....	.....	.....	.....	.....	.....	.....	.....	6,637	80
81	Station supplies and expenses.....	22,895	12,606	3,904	5,059	2,775	1,491	1,170	5,871	81
82	Station service (lines 78-81).....	212,417	114,534	57,621	53,185	21,162	30,091	27,630	75,050	82
83	Yard enginemen.....	30,675	21,455	31,553	7,801	9,905	7,287	5,772	7,327	83
84	Yardmasters and their clerks.....	10,730	13,650	10,845	6,158	4,904	3,434	2,631	5,818	84
85	Yard conductors and brakemen.....	42,781	42,628	47,405	11,379	16,330	13,826	10,282	8,878	85
86	Yard switch and signal tenders.....	8,498	1,186	1,415	.....	.....	283	327	1,379	86
87	Other yard employees (lines 84-86).....	62,009	57,463	59,665	17,537	21,233	17,542	13,239	16,075	87
88	Fuel for yard locomotives.....	38,114	64,321	40,917	3,711	14,778	3,733	3,015	11,602	88
89	Yard supplies and expenses.....	1,643	330	672	165	558	284	242	341	89
90	Enginehouse expenses, yard.....	8,174	7,285	11,450	2,181	1,747	2,208	1,572	2,364	90
91	Water for yard locomotives.....	1,844	3,675	3,652	360	65	28	16	227	91
92	Lubricants for yard locomotives.....	556	795	1,004	335	131	124	116	65	92
93	Other supplies for yard locomotives.....	653	474	1,189	122	93	99	110	14	93
94	All other yard expenses (lines 89-93).....	12,870	12,559	17,967	3,164	2,595	2,742	2,056	3,011	94
95	Total direct station and yard expenses (lines 78-93).....	356,086	270,333	207,724	85,397	69,674	61,396	51,714	113,064	95
96	Motormen.....	210,410	177,105	72,979	166,431	77,631	62,903	46,995	58,266	96
97	Road enginemen.....	210,410	177,105	72,979	166,431	77,631	62,903	46,995	58,266	97
98	Road enginemen and motormen (lines 96, 97).....	210,410	177,105	72,979	166,431	77,631	62,903	46,995	58,266	98
99	Fuel for road locomotives.....	423,171	321,337	112,536	166,971	213,020	77,281	61,448	135,233	99
100	Enginehouse expenses, road.....	66,105	56,137	20,171	39,534	25,906	14,799	10,417	27,291	100
101	Water for road locomotives.....	11,189	15,235	5,459	13,329	6,369	2,428	1,751	3,513	101
102	Lubricants for road locomotives.....	8,836	3,855	1,927	11,417	1,905	1,473	1,302	3,043	102
103	Other supplies for road locomotives.....	5,668	2,851	3,041	7,717	3,331	2,550	1,243	1,795	103
104	Operating power plants.....	.....	.....	.....	.....	.....	.....	.....	.....	104
105	Purchased power.....	.....	.....	.....	.....	.....	.....	.....	.....	105
106	Other road locos. supplies and expenses (lines 100-105).....	91,798	78,078	30,597	71,997	37,511	21,251	14,713	35,642	106
107	Road trainmen.....	227,402	157,206	77,723	137,917	96,452	59,359	47,195	69,121	107
108	Train supplies and expenses.....	50,888	34,683	2,651	11,625	2,573	4,796	3,915	15,959	108
109	Injuries to persons.....	41,449	18,792	12,794	29,724	12,002	3,152	2,919	4,527	109
110	Loss and damage, freight.....	24,772	26,960	2,780	3,441	10,062	2,391	907	2,125	110
111	Loss and damage, baggage.....	431	146	4	.....	33	1	.....	71	111
112	Loss and damage (lines 110, 111).....	25,203	27,106	2,784	3,441	10,095	2,390	907	2,196	112
113	Clearing wrecks.....	3,645	1,655	2,104	8,350	1,251	4,025	705	1,411	113
114	Damage to property.....	1,161	1,023	2,712	924	556	514	186	253	114
115	Damage to stock on right of way.....	2,683	615	9	476	57	598	145	280	115
116	Casualties (lines 113-115).....	7,489	3,293	4,825	9,749	1,863	5,137	1,037	1,944	116
117	Interlockers, block, and other signals operations.....	194	2,783	1,575	1,506	8,347	.....	.....	3,033	117
118	Crossing flagmen and gatemen.....	3,177	17,096	2,768	125	675	.....	.....	6,161	118
119	Drawbridge operation.....	4,928	1,630	.....	.....	.....	.....	.....	.....	119
120	Telegraph and telephone operation.....	2,077	1,177	4,446	16,571	15,621	.....	.....	.....	120
121	Operating floating equipment.....	.....	.....	.....	.....	.....	.....	.....	.....	121
122	Express service.....	14,752	9,028	7,089	8,311	3,929	1,994	2,736	6,091	122
123	Stationery and printing.....	1,115	372	431	32	245	279	242	152	123
124	Other expenses.....	.....	.....	.....	.....	.....	.....	.....	.....	124
125	All other transportation expenses (lines 117-124).....	26,243	32,084	16,309	26,545	28,817	2,273	2,978	15,437	125
126	Total direct movement expenses (lines 96-124).....	1,104,053	849,683	333,197	624,401	479,964	238,543	182,106	338,326	126
127	Total foregoing transportation expenses.....	1,504,538	1,198,135	573,912	748,655	578,577	318,926	251,169	470,514	127
128	Operating joint yards and terminals, Dr.....	38,027	60,768	493	3,514	89,999	110	63	1,173	128
129	Operating joint yards and terminals, Cr.....	37,854	1,398	.....	918	.....	560	.....	.....	129
130	Operating joint tracks and facilities, Dr.....	10,143	2,396	13,292	3,907	23,387	2,304	2,230	.....	130
131	Operating joint tracks and facilities, Cr.....	908	12,574	1,914	.....	.....	41	31	.....	131
132	Total transportation expenses.....	1,513,947	1,247,328	585,782	755,158	691,963	320,739	253,432	471,687	132
	<i>General expenses:</i>									
133	Salaries and expenses of general officers.....	7,180	8,653	14,723	18,556	18,189	17,162	14,410	13,210	133
134	Salaries and expenses of clerks and attendants.....	38,860	30,407	19,301	21,255	16,196	13,308	13,856	12,843	134
135	General office supplies and expenses.....	4,921	4,597	983	3,695	1,501	1,391	1,428	1,029	135
136	Law expenses.....	11,673	20,616	6,524	5,454	9,176	6,994	2,765	3,906	136
137	Administration expenses (lines 133-136).....	62,633	64,272	41,531	48,960	45,062	38,856	32,459	30,988	137
138	Insurance.....	11,765	1,289	2,167	4,919	588	2,910	3,106	2,700	138
139	Relief department expenses.....	.....	.....	.....	.....	.....	.....	.....	.....	139
140	Pensions.....	.....	.....	.....	.....	.....	.....	.....	690	140
141	Stationery and printing.....	3,743	4,845	3,464	2,205	2,249	766	1,367	1,888	141
142	Valuation expenses.....	29	81	529	.....	1,011	.....	.....	16,421	142
143	Other expenses.....	2,162	1,995	3,422	3,724	10,638	1,532	2,007	5	143
144	Other general expenses (lines 139-143).....	5,934	6,921	7,415	5,930	13,898	2,298	3,374	19,005	144
145	Total foregoing general expenses.....	80,332	72,482	51,113	59,809	59,548	44,064	38,939	52,693	145
146	Gen. admin. joint tracks, yards, and terminals, Dr.....	.....	.....	.....	.....	473	3	3	.....	146
147	Gen. admin. joint tracks, yards, and terminals, Cr.....	.....	.....	.....	.....	.....	.....	.....	.....	147
148	Total general expenses.....	80,332	72,482	51,113	59,809	60,022	44,067	38,942	52,693	148
149	Total optg. expenses excluding joint facility accounts.....	2,819,525	2,011,914	1,216,613	1,764,655	1,142,879	735,790	642,093	834,514	149
150	Grand total railroad operating expenses.....	2,825,317	2,045,150	1,257,280	1,779,947	1,293,130	740,426	646,162	835,487	150
	<i>Statistics:</i>									
151	Average number miles road operated.....	468.11	145.30	281.13	291.05	96.60	127.32	125.24	128.88	151
152	Average operating expenses per mile of road.....	\$6,036	\$14,075	\$4,472	\$6,116	\$13,386	\$5,815	\$5,159	\$6,483	152
153	Operating ratio, per cent.....	76.06	68.67	55.74	84.76	72.86	79.94	95.61	77.63	153



TABLE 110: OPERATING EXPENSES, OPERATING STEAM RAILROAD

## Part B: Corporations Having Revenues from Railroad Operations of

The figures given are for the "rail operations" of the corporation as a whole; they are not segregated according to state lines. The expenses are classified in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic

L.No.	New Jersey & N. Y. 23	South Buffalo 24	B. & S. Ry. (Rev'r's op.) 25b	Buffalo Creek 26	Dunkirk, A. V. & P. 27	Fonda, J. & G. 28	Terminal Ry. of B. 29	Genesee & Wyoming 30	Lake C. & M. 31	Connecting Terminal 32	Delaware & Northern 33	Greenwich & J. 34	New York & P. 35	L.No.
	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	
1	5,434	593	5,805	6,795	3,795	1,442	1,075	1,885	480	.....	1,800	745	.....	1
2	98,914	58,042	78,042	55,077	63,506	21,777	42,560	12,623	17,564	4,704	37,078	10,688	31,285	2
3	11,960	5,035	9,748	30,344	7,509	1,462	15,161	764	4,530	.....	4,329	4,714	1,906	3
4	7,683	4,796	2,512	1,081	7,278	2,115	2,510	293	2,146	27,492	336	587	450	4
5	241	.....	90	350	298	.....	12	.....	.....	.....	43	.....	.....	5
6	1,056	1,758	638	967	1,203	290	119	105	108	.....	1,110	88	62	6
7	125,288	70,224	96,836	94,615	83,649	27,086	61,437	15,670	24,829	32,196	44,696	16,647	33,702	7
8	30,726	53	9,211	4,249	1,009	267	.....	133	.....	.....	137	.....	72	8
9	.....	586	105	21,809	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	156,014	69,691	105,942	77,055	84,658	27,352	61,437	15,803	24,829	32,196	44,834	16,647	33,774	10
11	1,868	5,816	3,772	6,262	177	1,274	.....	907	2,760	.....	1,380	285	.....	11
12	42,269	22,086	47,200	15,773	21,236	9,109	.....	8,775	11,098	.....	6,004	2,597	6,590	12
13	23,180	2,880	81,069	6,563	6,904	3,427	.....	3,222	6,747	.....	10,277	803	3,326	13
14	203	.....	540	.....	291	294	.....	.....	395	.....	.....	.....	.....	14
15	.....	.....	741	.....	.....	.....	.....	.....	102	.....	.....	.....	.....	15
16	2,300	41,636	84,206	3,552	535	.....	.....	3,540	7,427	.....	1,949	.....	.....	16
17	88	.....	102	407	.....	.....	.....	.....	.....	.....	34	.....	.....	17
18	103	7,350	181	62	932	2,326	.....	87	4,329	.....	2,464	87	328	18
19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19
20	70,012	79,769	216,328	32,618	30,076	16,430	.....	16,531	32,857	.....	22,109	3,771	10,245	20
21	.....	.....	333	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
22	.....	.....	.....	.....	186	.....	.....	.....	.....	.....	.....	.....	.....	22
23	70,012	79,769	216,661	32,618	29,890	16,430	.....	16,531	32,857	.....	22,109	3,771	10,245	23
24	11,409	2,905	6,308	.....	7,831	4,954	.....	2,644	.....	.....	1,639	912	.....	24
25	10,666	20,859	10,977	22,615	4,528	2,773	.....	3,731	1,483	.....	3,290	1,999	.....	25
26	32,396	11,225	32,444	34	28,399	21,466	.....	5,031	1,996	.....	8,638	7,075	6,163	26
27	.....	.....	4,334	38,863	766	3,561	.....	3,781	4,075	.....	147	282	.....	27
28	.....	15,891	8,666	80,992	711	2,991	.....	5,222	8,494	.....	154	396	.....	28
29	.....	.....	5,390	35,484	1,288	4,512	.....	6,025	9,934	.....	.....	2,068	.....	29
30	.....	.....	1,998	8,542	1,698	1,469	.....	2,052	2,693	.....	159	440	.....	30
31	32,396	27,116	52,832	163,916	32,862	33,999	.....	22,110	27,192	.....	9,098	10,262	6,163	31
32	50,927	60,400	30,470	.....	26,229	7,105	.....	2,313	1,869	.....	5,697	4,212	5,547	32
33	113,506	63,329	56,467	.....	45,341	16,496	.....	5,163	12,117	.....	14,457	7,198	10,676	33
34	12,385	14,725	12,690	.....	9,950	2,498	.....	1,202	1,856	.....	3,749	1,481	3,176	34
35	66,268	83,259	35,132	.....	26,380	11,322	.....	2,652	2,946	.....	7,654	5,226	6,926	35
36	28,278	471	4,708	14	4,009	1,606	.....	122	829	.....	2,557	63	309	36
37	5,112	3,491	2,267	4,913	1,815	1,800	960	237	44	.....	35	1,700	973	37
38	6,866	2,433	2,109	581	4,538	1,244	27	208	23	.....	447	508	431	38
39	805	802	1,629	1,208	2,094	128	115	317	372	.....	157	68	541	39
40	14,116	3,735	2,771	10,302	4,255	4,539	1,816	2,637	1,206	.....	1,436	780	2,641	40
41	298,263	232,647	148,245	17,018	124,612	46,740	2,919	14,852	21,262	.....	36,188	21,237	31,222	41
42	341,325	280,622	212,053	203,548	162,001	83,512	2,919	40,693	49,936	.....	48,576	33,497	37,385	42
43	59,093	1,310	11,292	.....	10,926	7,151	.....	.....	.....	.....	344	300	270	43
44	.....	172	1,457	52,411	1,860	.....	.....	.....	.....	.....	.....	516	.....	44
45	8,334	712	749	2,032	35	451	1,680	.....	.....	.....	.....	.....	.....	45
46	.....	.....	.....	4,157	.....	.....	.....	.....	.....	.....	.....	.....	.....	46
47	408,752	282,471	222,637	149,013	171,103	91,114	4,599	40,693	49,936	.....	48,919	33,281	37,655	47
48	16,283	11,251	29,158	1,293	3,525	14,522	6,860	11,340	6,015	2,465	5,245	891	6,533	48
49	392	248	3,455	702	.....	2,843	180	275	310	6,271	918	200	48	49
50	1,845	856	2,184	7,198	1,982	1,706	364	1,159	1,977	65,718	.....	94	56	50
51	18,520	12,355	34,796	9,193	5,507	19,071	7,404	12,774	8,302	74,454	6,164	1,186	6,637	51
52	.....	.....	.....	.....	.....	20	.....	.....	.....	.....	.....	.....	.....	52
53	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	53
54	18,520	12,355	34,796	9,193	5,507	19,091	7,404	12,774	8,302	74,454	6,164	1,186	6,637	54
55	664,706	447,190	586,344	267,879	298,989	158,941	73,440	88,445	115,925	106,650	123,664	55,797	88,311	55
56	47.76	36.01	91.09	6.65	90.51	31.62	11.02	19.36	7.00	1.00	45.89	21.15	56.13	56
57	\$13,918	\$12,419	\$6,437	\$40,283	\$3,303	\$5,027	\$6,664	\$4,568	\$16,561	\$106,650	\$2,695	\$2,638	\$1,573	57
58	78.51	64.48	118.95	56.05	78.52	44.95	25.24	43.13	59.43	66.38	91.07	48.71	86.27	58

<sup>11</sup> Expenses not classified in conformity with uniform system of accounts prescribed for railroad corporations; of this amount, the more important items are fuel \$1737, wages and salaries \$14,672, handling freight other than grain \$39,616, insurance \$4191, switching \$2785.

CORPORATIONS, YEAR ENDED JUNE 30, 1914 (*continued*)

Less Than \$1,000,000, or Operating Road Less Than 250 Miles Long.

accordance with the officially prescribed uniform system of accounts. Figures in *italics* denote credits.  
order and their ranking on the basis of railroad operating revenues see page 27.

L.No.	Name of account	New York, A. & L. 36a	C. N. Y. S. R.R. Corp. 36b	Norwood & St. L. 37	Niagara Junction 38	Middle- town & U. 39	Unadilla Valley 40	United States & C. 41	Skane- ateles 42	C. & C. V. 43	Page
	<i>Maintenance of way and structures:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Superintendence.....	1,059	402	300	731	652	780	940	.....	.....	1
2	Maintenance of roadway and track.....	4,944	1,795	7,656	15,778	4,357	8,870	25,169	12,456	2,132	2
3	Maintenance of track structures.....	685	195	368	3,053	285	496	4,060	1,809	880	3
4	Maintenance of buildings, docks, and wharves.....	431	161	.....	74	422	1,175	746	726	514	4
5	Injuries to persons.....	.....	.....	.....	.....	.....	5	.....	.....	.....	5
6	Other maintenance way and structure expenses.....	189	81	184	151	39	376	178	73	241	6
7	Total foregoing maint. way and structure exp....	7,308	2,633	8,508	19,788	5,756	11,697	31,098	15,064	3,767	7
8	Maint. joint tracks, yds. and other facilities, Dr.....	344	.....	.....	.....	.....	.....	132	.....	.....	8
9	Maint. joint tracks, yds. and other facilities, Cr.....	.....	.....	.....	.....	.....	.....	10	.....	.....	9
10	Total maintenance of way and structure expenses.....	7,653	2,633	8,508	19,788	5,756	11,697	31,220	15,064	3,767	10
	<i>Maintenance of equipment:</i>										
11	Superintendence.....	343	168	300	.....	661	240	439	.....	.....	11
12	Locomotives repairs.....	4,972	1,106	7,150	2,763	420	1,777	3,337	3,852	1,984	12
13	Cars repairs.....	993	259	1,714	231	669	62	17,000	59	.....	13
14	Floating equipment repairs.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
15	Work equipment repairs.....	6	6	212	37	.....	46	355	.....	.....	15
16	Equipment renewals.....	.....	.....	.....	.....	.....	.....	4	.....	.....	16
17	Equipment depreciation.....	.....	.....	2,815	1,222	949	2,160	.....	1,233	.....	17
18	Injuries to persons.....	.....	.....	.....	.....	.....	.....	30	.....	.....	18
19	Other maintenance equipment expenses.....	186	45	97	63	12	117	231	7	.....	19
20	Total foregoing maintenance eqpt. expenses.....	6,501	1,585	11,789	3,854	2,712	4,401	21,388	5,150	1,984	20
21	Maintenance joint equipment at terminals, Dr.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
22	Maintenance joint equipment at terminals, Cr.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
23	Total maintenance equipment expenses.....	6,501	1,585	11,789	3,854	2,712	4,401	21,388	5,150	1,984	23
	<i>Traffic expenses:</i>										
24	Traffic expenses.....	2,164	316	94	.....	884	442	6,491	.....	567	24
	<i>Transportation expenses:</i>										
25	Superintendence and dispatching trains.....	2,002	386	1,095	2,864	654	780	2,084	.....	495	25
26	Station service.....	5,288	2,029	5,381	804	2,759	3,717	6,572	2,832	5,086	26
27	Yard enginemen.....	.....	.....	.....	1,100	.....	.....	686	.....	.....	27
28	Other yard employees.....	.....	.....	.....	6,738	.....	.....	.....	.....	.....	28
29	Fuel for yard locomotives.....	.....	.....	.....	600	.....	.....	328	.....	.....	29
30	All other yard expenses.....	7	3	.....	1,660	.....	350	87	.....	81	30
31	Total direct station and yard expenses.....	5,295	2,033	5,381	10,911	2,759	4,067	7,673	2,832	5,167	31
32	Road enginemen and motormen.....	6,617	1,991	5,866	1,946	1,852	2,178	7,923	2,803	6,708	32
33	Fuel for road locomotives.....	10,222	3,892	8,300	.....	4,704	5,441	10,540	4,361	6,708	33
34	Other road locomotives supplies and expenses.....	3,411	767	2,444	6,416	844	1,269	1,715	794	2,464	34
35	Road trainmen.....	6,813	2,114	4,565	.....	2,866	2,561	10,452	1,742	8,145	35
36	Train supplies and expenses.....	2,098	436	186	.....	184	331	83	132	574	36
37	Injuries to persons.....	225	254	.....	.....	700	.....	112	.....	.....	37
38	Loss and damage.....	254	174	127	93	8	150	770	97	1,110	38
39	Other casualties.....	26	.....	100	63	756	.....	833	.....	175	39
40	All other transportation expenses.....	570	136	514	5	1,074	651	585	2,174	538	40
41	Total direct movement expenses.....	30,237	9,764	22,102	8,338	12,988	12,580	33,014	12,101	26,416	41
42	Total foregoing transportation expenses.....	37,535	12,183	28,577	22,112	16,401	17,427	42,771	14,933	32,078	42
43	Operating joint yards and terminals, Dr.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	43
44	Operating joint yards and terminals, Cr.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	44
45	Operating joint tracks and facilities, Dr.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	45
46	Operating joint tracks and facilities, Cr.....	.....	.....	.....	.....	.....	.....	75	.....	.....	46
47	Total transportation expenses.....	37,535	12,183	28,577	22,112	16,401	17,427	42,695	14,933	32,078	47
	<i>General expenses:</i>										
48	Administration.....	6,445	2,912	3,510	1,031	1,416	7,476	3,858	5,264	2,415	48
49	Insurance.....	389	76	1,327	2,254	83	498	819	712	.....	49
50	Other general expenses.....	644	1,034	83	1,108	554	511	1,099	21	15	50
51	Total foregoing general expenses.....	7,477	4,022	4,920	4,393	2,052	8,485	5,776	5,996	2,430	51
52	Gen. admin. joint tracks, yds., and terminals, Dr.....	.....	1	.....	.....	.....	.....	.....	.....	.....	52
53	Gen. admin. joint tracks, yds., and terminals, Cr.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	53
54	Total general expenses.....	7,477	4,023	4,920	4,393	2,052	8,485	5,776	5,996	2,430	54
55	Grand total operating expenses.....	61,330	20,741	53,888	50,147	27,805	42,452	107,570	41,144	40,825	55
	<i>Statistics:</i>										
56	Average number miles road operated.....	28.28	9.39	18.02	3.18	14.30	19.14	22.18	5.00	15.78	56
57	Average operating expenses per mile of road.....	\$2,169	\$2,209	\$2,990	\$15,770	\$1,944	\$2,218	\$4,850	\$8,229	\$2,587	57
58	Operating ratio, per cent.....	81.13	81.53	64.17	64.26	66.95	70.67	182.25	71.37	71.19	58

<sup>12</sup> Report covers period July 1, 1913, to March 31, 1914; see statement Organization, etc.

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<sup>13</sup> Report covers period April 1, 1914, to June 30, 1914; see statement Organization, etc.



TABLE 110: OPERATING EXPENSES, OPERATING STEAM RAILROAD

## Part B: Corporations Having Revenues from Railroad Operations of

The figures given are for the "rail operations" of the corporation as a whole; they are not segregated according to state lines. The expenses are classified in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic

L. No.	Catskill Mtn. 44	Lowville & B. R. 45	Buffalo, A. & A. 46	Dansville & Mt. M. 47	Bath & H. 48	Owasco River 49	Raquette Lake 50	Sterling Mtn. 51	Seho- harie V. 52	Marcellus & O. L. 53	A. & St. L. 54	Carthage & C. 55	N. & M. (be- fore revhp.) 56a	N. & M. (Rev- ship.) 56b	C 57
1	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	
2	1,681	578	1,482	396	701	10	271	271	5,169	630	429	812	374	243	1
3	10,694	8,944	10,865	7,314	4,772	2,987	20,835	6,492	4,767	4,767	3,728	5,853	2,675	514	2
4	1,361	47	328	2,512	1,878	977	387	2,197	2,197	1,090	222	2	2	2	3
5	696	276	608	445	670	273	2,662	327	327	584	.....	206	.....	.....	4
6	118	43	118	506	31	10	1,199	35	30	.....	18	.....	.....	.....	5
7	14,550	9,891	13,400	11,173	8,063	4,257	25,387	6,492	7,723	7,071	4,397	6,872	3,049	757	6
8	.....	.....	.....	.....	.....	1,200	.....	.....	.....	51	30	36	.....	.....	7
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
10	14,550	9,891	13,400	11,173	8,063	5,457	25,387	6,492	7,723	7,122	4,427	6,908	3,049	757	9
11	653	397	1,335	396	5,959	2,723	3,935	1,272	45	210	240	.....	.....	.....	10
12	2,272	1,212	1,122	1,510	340	900	11	241	320	1,023	1,780	701	.....	.....	11
13	2,343	650	209	160	.....	.....	.....	.....	.....	30	200	108	464	.....	12
14	.....	10	11	.....	15	.....	2	.....	.....	.....	.....	3	.....	.....	13
15	.....	.....	.....	.....	.....	.....	1,704	.....	.....	.....	.....	.....	.....	.....	14
16	2,017	1,612	608	2,400	377	2,922	153	.....	.....	480	1,533	3,655	.....	.....	15
17	.....	.....	.....	.....	2	.....	4	.....	.....	.....	.....	.....	.....	.....	16
18	240	63	173	114	2	2	.....	.....	.....	191	.....	.....	.....	.....	17
19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18
20	7,526	3,945	3,476	4,580	6,696	6,547	5,818	1,512	365	1,935	3,753	4,467	464	.....	19
21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
23	7,526	3,945	3,476	4,580	6,696	6,547	5,818	1,512	365	1,935	3,753	4,467	464	.....	22
24	1,187	371	720	604	2,011	518	63	.....	.....	1,286	2	.....	.....	.....	23
25	718	297	956	396	575	1,175	16	.....	.....	1,163	240	.....	.....	.....	24
26	3,461	3,951	4,293	3,612	4,182	2,410	1,795	.....	1,440	2,307	1,664	2,699	.....	.....	25
27	.....	.....	47	241	.....	4,027	.....	.....	.....	.....	.....	.....	.....	.....	26
28	.....	.....	57	.....	.....	6,279	.....	.....	.....	.....	.....	.....	.....	.....	27
29	.....	.....	.....	.....	.....	3,556	.....	.....	.....	.....	.....	.....	.....	.....	28
30	.....	.....	.....	.....	23	1,190	.....	.....	.....	.....	.....	.....	.....	.....	29
31	3,461	3,951	4,398	3,854	4,205	17,462	1,795	.....	1,440	2,307	1,664	2,699	.....	.....	30
32	2,955	2,402	2,989	2,716	2,529	.....	3,151	1,050	497	1,634	2,253	2,059	.....	.....	31
33	5,438	4,414	6,121	3,891	6,314	.....	3,864	2,097	1,507	2,376	3,599	2,974	3,132	1,247	32
34	1,228	1,104	727	1,523	1,143	.....	890	82	432	1,502	1,271	978	.....	.....	33
35	4,743	2,921	3,403	2,110	1,948	.....	2,595	1,875	949	1,566	1,787	944	5,295	1,644	34
36	492	380	77	56	270	.....	301	.....	26	13	103	2	2,118	179	35
37	153	.....	.....	.....	289	607	433	.....	.....	.....	150	.....	.....	.....	36
38	74	34	15	148	294	.....	40	.....	17	17	72	81	.....	.....	37
39	225	22	251	65	61	224	803	.....	.....	27	19	20	.....	.....	38
40	1,126	108	451	898	500	204	141	5,266	.....	769	265	60	.....	.....	39
41	16,433	11,322	14,034	11,409	13,348	1,035	12,219	10,329	3,428	7,903	9,518	7,118	10,545	3,070	40
42	20,612	15,635	19,387	15,659	18,129	19,672	14,030	10,329	4,868	11,374	11,422	9,818	10,545	3,070	41
43	.....	.....	.....	.....	.....	200	.....	.....	.....	.....	90	50	.....	.....	42
44	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	43
45	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	285	.....	.....	.....	44
46	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	45
47	20,612	15,635	19,387	15,659	18,129	19,872	14,030	10,329	4,868	11,659	11,512	9,868	10,545	3,070	46
48	2,836	1,855	4,674	4,762	140	2,071	387	.....	6,709	572	3,481	1,346	.....	.....	47
49	439	1,475	193	464	191	.....	67	.....	85	459	946	2	.....	.....	48
50	356	226	402	348	294	232	432	.....	374	313	167	104	801	76	49
51	3,631	3,556	5,269	5,575	624	2,303	886	.....	7,167	1,345	4,595	1,451	801	76	50
52	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	51
53	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	52
54	3,631	3,556	5,269	5,575	624	2,303	886	.....	7,167	1,345	4,595	1,451	801	76	53
55	47,505	33,398	42,252	37,590	35,523	34,697	46,185	18,796	20,124	23,346	24,290	22,694	14,860	3,902	54
56	19.52	10.44	27.88	14.88	10.00	2.11	24.27	7.60	4.38	9.05	3.61	8.66	7.43	1.76	55
57	\$2.434	\$3.199	\$1.515	\$2.526	\$3.552	\$16.444	\$1.903	\$2.473	\$4.594	\$2.580	\$6.728	\$2.621	\$2.000	\$2.217	56
58	\$3.87	62.11	79.96	89.26	85.83	84.85	119.38	53.74	63.55	76.77	80.27	102.30	79.92	117.08	57

<sup>14</sup> So reported though not the sum of the items given.

<sup>15</sup> Operating expenses cover period July 1, 1913, to April 21, 1914; see statement Organization, etc.

<sup>16</sup> Report covers period April 22, 1914, to June 30, 1914; see statement Organization, etc.

## CORPORATIONS, YEAR ENDED JUNE 30, 1914 (concluded)

Less Than \$1,000,000, or Operating Road Less Than 250 Miles Long (concluded).

accordance with the officially prescribed uniform system of accounts. Figures in *italics* denote credits.  
order and their ranking on the basis of railroad operating revenues see page 27.

L. No.	Name of account	Kanona & P. 57	C. & St. L. 58	Glennfield & W. 59	M. & S. 60	K., A. C. & L. C. 61	Otis 62	Fulton Cham 63	Dexter & N. 64	Catskill & T. 65	Cran- berry L. 66	L. No.
	<i>Maintenance of way and structures:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Superintendence.....	90	90	90	90	90	219	253	600	411	692	1
2	Maintenance of roadway and track.....	4,236	1,651	11,916	4,059	1,871	849	253	1,362	1,903	2,189	2
3	Maintenance of track structures.....	186	184	497	100	2,343	226	.....	.....	676	.....	3
4	Maintenance of buildings, docks, and wharves.....	724	97	49	3,049	155	249	847	.....	232	.....	4
5	Injuries to persons.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	5
6	Other maintenance way and structure expenses.....	134	4	.....	.....	48	107	.....	.....	56	.....	6
7	Total foregoing maint. way and structure exp's.....	5,280	2,027	12,461	7,208	4,417	1,641	1,101	1,962	3,278	2,882	7
8	Maint. joint trks., yds., and other facilities, Dr. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
9	Maint. joint trks., yds., and other facilities, Cr. ....	.....	43	.....	.....	.....	.....	.....	.....	.....	.....	9
10	Total maintenance way and structure expenses.....	5,280	1,984	12,461	7,208	4,417	1,641	1,101	1,962	3,278	2,882	10
	<i>Maintenance of equipment:</i>											
11	Superintendence.....	42	42	42	105	382	52	.....	901	48	.....	11
12	Locomotives repairs.....	2,240	1,300	1,422	.....	.....	.....	.....	360	.....	130	12
13	Cars repairs.....	33	1,589	123	.....	53	106	.....	937	268	.....	13
14	Floating equipment repairs.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
15	Work equipment repairs.....	.....	30	.....	.....	1	.....	.....	.....	.....	.....	15
16	Equipment renewals.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
17	Equipment depreciation.....	.....	.....	1,546	.....	.....	182	.....	244	722	.....	17
18	Injuries to persons.....	.....	4	.....	.....	.....	.....	.....	.....	.....	.....	18
19	Other maintenance equipment expenses.....	31	18	.....	167	7	3,400	.....	.....	17	.....	19
20	Total foregoing maintenance equipment exp's.....	2,304	2,984	3,091	272	444	3,740	.....	2,082	1,415	130	20
21	Maintenance joint equipment at terminals, Dr. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
22	Maintenance joint equipment at terminals, Cr. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
23	Total maintenance equipment expenses.....	2,304	2,984	3,091	272	444	3,740	.....	2,082	1,415	130	23
	<i>Traffic expenses:</i>											
24	Traffic expenses.....	.....	790	.....	71	.....	384	55	.....	350	.....	24
	<i>Transportation expenses:</i>											
25	Superintendence and dispatching trains.....	.....	417	.....	.....	780	52	993	600	48	.....	25
26	Station service.....	3,187	1,355	.....	1,260	995	1,481	809	.....	929	300	26
27	Yard enginemen.....	.....	2,461	.....	.....	.....	.....	.....	.....	.....	.....	27
28	Other yard employees.....	.....	440	.....	.....	.....	.....	.....	.....	.....	.....	28
29	Fuel for yard locomotives.....	.....	4,992	.....	.....	.....	.....	.....	.....	.....	.....	29
30	All other yard expenses.....	.....	426	.....	.....	.....	.....	.....	.....	.....	.....	30
31	Total direct station and yard expenses.....	3,187	9,674	.....	1,260	995	1,481	809	.....	929	300	31
32	Road enginemen and motormen.....	1,226	553	1,662	480	1,620	.....	548	1,141	719	1,963	32
33	Fuel for road locomotives.....	2,234	2,314	2,263	939	2,577	.....	921	1,500	2,535	1,450	33
34	Other road locomotives supplies and expenses.....	446	66	68	81	825	2,607	155	25	304	622	34
35	Road trainmen.....	960	4,821	1,466	804	1,238	466	690	1,037	957	1,579	35
36	Train supplies and expenses.....	67	51	50	.....	57	38	34	34	20	32	36
37	Injuries to persons.....	.....	7	.....	.....	.....	.....	364	.....	.....	.....	37
38	Loss and damage.....	.....	396	.....	108	37	49	110	.....	23	3	38
39	Other casualties.....	.....	26	.....	.....	.....	.....	6	.....	.....	.....	39
40	All other transportation expenses.....	1,025	81	.....	72	171	142	168	.....	154	.....	40
41	Total direct movement expenses.....	5,958	8,316	5,509	2,485	6,525	3,302	2,996	3,736	4,711	5,650	41
42	Total foregoing transportation expenses.....	9,146	18,406	5,509	3,745	8,301	4,835	4,797	4,336	5,688	5,950	42
43	Operating joint yards and terminals, Dr. ....	.....	2,590	.....	.....	.....	.....	.....	.....	.....	.....	43
44	Operating joint yards and terminals, Cr. ....	.....	28	.....	.....	.....	.....	.....	.....	.....	.....	44
45	Operating joint tracks and facilities, Dr. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....	120	45
46	Operating joint tracks and facilities, Cr. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	46
47	Total transportation expenses.....	9,146	20,967	5,509	3,745	8,301	4,835	4,797	4,336	5,688	6,070	47
	<i>General expenses:</i>											
48	Administration.....	81	374	2,241	942	10	85	210	1,970	61	374	48
49	Insurance.....	124	77	.....	99	167	93	8	9	.....	563	49
50	Other general expenses.....	.....	131	.....	147	45	46	57	.....	60	.....	50
51	Total foregoing general expenses.....	205	583	2,241	1,188	223	224	275	1,979	121	937	51
52	Gen. admin. joint trks., yds., and terminals, Dr. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	52
53	Gen. admin. joint trks., yds., and terminals, Cr. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	53
54	Total general expenses.....	205	583	2,241	1,188	223	224	275	1,979	121	937	54
55	Grand total operating expenses.....	16,934	27,307	23,303	12,483	13,384	10,823	6,229	10,359	10,852	10,018	55
	<i>Statistics:</i>											
56	Average number miles road operated.....	11.44	1.21	19.45	5.33	5.64	1.08	2.21	2.09	5.25	6.09	56
57	Average operating expenses per mile of road.....	\$1,480	\$22,568	\$1,198	\$2,342	\$2,373	\$10,021	\$2,819	\$5,180	\$2,067	\$1,670	57
58	Operating ratio, per cent.....	78.49	129.52	118.10	75.16	84.09	71.63	47.04	88.99	149.53	235.56	58



TABLE III a: OPERATING STATISTICS, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914

The figures given are for the "rail operations" of the corporation as a whole; they are not segregated according to state lines. The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenue see page 27.

Corporation No.	Name of corporation	Average length of road operated, miles	Operating revenue per mile of road	Operating expenses per mile of road	Operating ratio	Transportation revenue			Freight revenue			Passenger service transportation revenue			Trans-shipment revenue per ton-mile	Direct movement revenue per train-mile	Maintenance of equipment expenses			Corporation No.	
						Per mile of road	Per revenue train-mile	Per ton-mile	Per train-mile	Per ton carried	Per ton-mile of haul	Dollars	Dollars	Dollars			Dollars	Dollars	Dollars		Dollars
1	Pennsylvania	1,083.54	32,827	32,827	74.90	43,334	2.96	31,408	4.22	9.55	0.0038	11,542	0.192	21,979	1.60	1.12	1.23	1.65	0.092	0.131	1
2	New York Central and Hudson River	3,754.76	22,829	22,829	76.06	29,517	2.35	17,401	3.15	1.27	0.0063	12,738	0.176	31,507	1.61	1.06	0.90	1.43	0.086	0.154	2
3	New York, New Haven and Hartford	2,046.29	23,709	23,709	72.83	31,593	2.69	16,349	4.30	1.30	0.0142	15,957	0.171	31,507	1.61	1.06	0.90	1.43	0.086	0.154	3
4	Lake Shore and Michigan Southern	1,856.41	28,735	28,735	76.52	28,400	2.82	18,504	3.89	1.89	0.0057	11,219	0.193	31,507	1.61	1.06	0.90	1.43	0.086	0.154	4
5	Erie	1,987.84	18,655	18,655	70.85	26,108	2.61	19,352	3.57	1.03	0.0060	6,315	0.177	31,507	1.61	1.06	0.90	1.43	0.086	0.154	5
6	Boston and Maine	2,251.69	17,008	17,008	80.77	20,702	2.33	12,376	3.32	1.13	0.0106	6,315	0.177	31,507	1.61	1.06	0.90	1.43	0.086	0.154	6
7	Delaware, Lackawanna and Western	1,939.81	26,694	26,694	64.34	41,224	3.48	29,858	3.77	1.12	0.0064	11,374	0.181	31,507	1.61	1.06	0.90	1.43	0.086	0.154	7
8	Delaware and Hudson	1,439.99	19,173	19,173	69.40	27,384	2.79	23,277	3.54	1.12	0.0064	11,374	0.181	31,507	1.61	1.06	0.90	1.43	0.086	0.154	8
9	Delaware and Hudson	880.55	26,222	26,222	67.60	25,997	2.79	23,277	3.54	1.12	0.0064	11,374	0.181	31,507	1.61	1.06	0.90	1.43	0.086	0.154	9
10	Norfolk and Western	472.24	24,765	24,765	89.11	30,645	2.43	20,586	3.28	1.13	0.0067	6,720	0.201	31,507	1.61	1.06	0.90	1.43	0.086	0.154	10
11	Long Island	298.48	22,696	22,696	71.63	30,645	2.43	20,586	3.28	1.13	0.0067	6,720	0.201	31,507	1.61	1.06	0.90	1.43	0.086	0.154	11
12	New York, Chicago and St. Louis	523.02	22,479	22,479	82.32	22,339	2.51	18,504	3.21	1.13	0.0064	6,720	0.201	31,507	1.61	1.06	0.90	1.43	0.086	0.154	12
13	Buffalo, Rochester and Pittsburgh	581.48	18,418	18,418	74.12	18,200	2.51	16,034	3.21	1.13	0.0064	6,720	0.201	31,507	1.61	1.06	0.90	1.43	0.086	0.154	13
14	New York, Ontario and Western	568.46	15,904	15,904	74.03	15,684	2.51	16,034	3.21	1.13	0.0064	6,720	0.201	31,507	1.61	1.06	0.90	1.43	0.086	0.154	14
15	Central New England	298.73	12,601	12,601	66.82	12,512	2.37	10,453	3.36	1.55	0.0082	2,020	0.236	31,507	1.61	1.06	0.90	1.43	0.086	0.154	15
16	Rutland	468.11	7,936	7,936	66.06	7,830	1.64	4,787	2.25	3.30	0.0176	2,020	0.236	31,507	1.61	1.06	0.90	1.43	0.086	0.154	16
17	New York, Susquehanna and Western	145.30	14,075	14,075	65.97	20,178	2.31	17,074	3.30	3.6	0.0176	2,020	0.236	31,507	1.61	1.06	0.90	1.43	0.086	0.154	17
18	Lehigh and New England	281.13	8,024	8,024	44.72	7,963	1.39	6,036	2.62	4.1	0.0051	316	0.250	31,507	1.61	1.06	0.90	1.43	0.086	0.154	18
19	Pittsburgh, Shawmut and N. (Rev. s op.)	91.09	7,217	7,217	44.76	7,192	1.39	6,036	2.62	4.1	0.0051	316	0.250	31,507	1.61	1.06	0.90	1.43	0.086	0.154	19
20	Lehigh and Hudson River	96.60	18,373	18,373	72.86	18,318	2.30	16,822	2.06	3.6	0.0052	1,589	0.250	31,507	1.61	1.06	0.90	1.43	0.086	0.154	20
21	Buffalo and Susquehanna Railroad	127.32	7,275	7,275	79.94	7,133	1.39	6,036	2.62	4.1	0.0051	316	0.250	31,507	1.61	1.06	0.90	1.43	0.086	0.154	21
22	Buffalo and Susquehanna R.R. Corp.	125.24	3,396	3,396	95.61	3,356	1.71	6,893	2.01	1.67	0.0080	409	0.256	31,507	1.61	1.06	0.90	1.43	0.086	0.154	22
23	Uster and Delaware	128.88	8,531	8,531	78.31	8,301	1.73	5,900	2.45	1.02	0.0188	3,083	0.249	31,507	1.61	1.06	0.90	1.43	0.086	0.154	23
24	New Jersey and New York	47.70	13,918	13,918	78.31	13,635	1.88	11,367	5.07	5.3	0.0372	10,090	0.249	31,507	1.61	1.06	0.90	1.43	0.086	0.154	24
25	South Buffalo	36.01	19,426	19,426	64.45	16,435	1.37	14,367	1.96	4.5	0.0061	1,387	0.257	31,507	1.61	1.06	0.90	1.43	0.086	0.154	25
26	Buffalo and Susquehanna Ry. (Rev. s op.)	91.09	7,217	7,217	44.76	7,192	1.39	6,036	2.62	4.1	0.0051	316	0.250	31,507	1.61	1.06	0.90	1.43	0.086	0.154	26
27	Buffalo Creek	6.65	31,869	31,869	70.67	31,821	1.37	2,823	1.74	5.9	0.0146	1,138	0.222	31,507	1.61	1.06	0.90	1.43	0.086	0.154	27
28	Dunkirk, Allegheny Valley and Pittsburgh	90.51	4,207	4,207	70.67	4,145	1.37	2,823	1.74	5.9	0.0146	1,138	0.222	31,507	1.61	1.06	0.90	1.43	0.086	0.154	28
29	Fonda, Johnstown and Gloversville	31.62	1,183	1,183	44.05	1,101	3.07	8,355	5.75	9.0	0.0913	2,690	0.194	31,507	1.61	1.06	0.90	1.43	0.086	0.154	29
30	Terminal Railway of Buffalo	11.02	26,056	26,056	66.38	25,34	7.61	24,573	7.56	3.9	0.0390	80	0.357	31,507	1.61	1.06	0.90	1.43	0.086	0.154	30
31	Genesee and Wyoming	7.00	27,865	27,865	66.38	26,031	8.50	24,573	7.56	3.9	0.0390	80	0.357	31,507	1.61	1.06	0.90	1.43	0.086	0.154	31
32	Lake Champlain and Montreal	45.80	10,950	10,950	61.07	10,950	1.19	1,773	3.45	7.5	0.0424	2,092	0.226	31,507	1.61	1.06	0.90	1.43	0.086	0.154	32
33	Connecting Terminal	1.00	160,654	160,650	59.43	149,507	1.19	149,507	8.16	2.5	0.0353	80	0.357	31,507	1.61	1.06	0.90	1.43	0.086	0.154	33
34	Delaware and Northern	21.15	2,959	2,935	91.07	2,939	1.19	1,773	3.45	7.5	0.0424	2,092	0.226	31,507	1.61	1.06	0.90	1.43	0.086	0.154	34
35	Greene and Johnsonville	56.13	5,416	5,416	48.71	5,140	2.23	4,477	4.23	5.3	0.0346	995	0.242	31,507	1.61	1.06	0.90	1.43	0.086	0.154	35
36	New York and Pennsylvania	26.26	1,824	1,573	86.27	1,786	65	1,218	1.93	5.3	0.0215	569	0.238	31,507	1.61	1.06	0.90	1.43	0.086	0.154	36
37	New York and Pennsylvania	26.26	1,824	1,573	86.27	1,786	65	1,218	1.93	5.3	0.0215	569	0.238	31,507	1.61	1.06	0.90	1.43	0.086	0.154	37
38	Central New York Southern R.R. Corp.	18.02	4,660	4,660	64.17	4,224	1.08	3,097	2.14	2.7	0.0415	963	0.287	31,507	1.61	1.06	0.90	1.43	0.086	0.154	38
39	Norwood and St. Lawrence	3.18	24,541	24,541	66.26	23,803	1.59	1,567	1.72	7.7	0.1012	1,295	0.339	31,507	1.61	1.06	0.90	1.43	0.086	0.154	39
40	Niagara Junction	14.30	2,904	1,944	66.95	2,870	1.59	1,567	1.72	7.7	0.1012	1,295	0.339	31,507	1.61	1.06	0.90	1.43	0.086	0.154	40
41	Middletown and Unionville	19.14	3,138	2,218	70.67	3,138	1.38	2,228	3.01	1.2	0.0533	858	0.232	31,507	1.61	1.06	0.90	1.43	0.086	0.154	41
42	United Valley	22.18	4,850	4,850	70.67	4,648	1.85	2,228	3.01	1.2	0.0533	858	0.232	31,507	1.61	1.06	0.90	1.43	0.086	0.154	42
43	United States and Canada	5.00	11,529	8,229	71.37	10,985	1.88	9,532	1.18	1.2	0.0533	858	0.232	31,507	1.61	1.06	0.90	1.43	0.086	0.154	43
44	Skaneateles	15.78	3,634	2,587	71.37	3,607	1.87	1,747	1.72	5.9	0.0468	1,845	0.222	31,507	1.61	1.06	0.90	1.43	0.086	0.154	44
45	Cornwall and Charlotte Valley	15.78	3,634	2,587	71.37	3,607	1.87	1,747	1.72	5.9	0.0468	1,845	0.222	31,507	1.61	1.06	0.90	1.43	0.086	0.154	45
46	Cornwall and Charlotte Valley	15.78	3,634	2,587	71.37	3,607	1.87	1,747	1.72	5.9	0.0468	1,845	0.222	31,507	1.61	1.06	0.90	1.43	0.086		



Corp. n. No.	Name of corporation	Maintenance of way and structures expenses <sup>1</sup>			Track labor and materials		Revenue trains per mile of road	Revenue motive-miles per mile of road	Revenue car-miles per mile of road	Freight service		Tonn-miles			Average haul per ton	Train-miles per mile of road <sup>3</sup>	Passenger service			Corp. n. No.
		Per mile of track	Per mile of track	Dollars	Per mile of road	Per mile of track				Per train-mile	Per mile of road <sup>4</sup>	Per loaded train-mile	Per car-mile	Per mile of road <sup>5</sup>			Per train-mile	Per car-mile	Average travel per passenger	
1	Pennsylvania	6,129	2,387	1,318	3,385	1,318	14,630	23,686	347,445	7,439	25.9	14.2	5,430,286	730	28.10	17.7	481,691	67	16.7	1
2	New York Central and Hudson River <sup>6</sup>	4,777	1,840	2,930	3,385	1,057	12,563	17,810	281,666	5,589	28.0	13.6	2,788,772	503	17.97	10.7	573,639	74	17.0	2
3	New York, New Haven and Hartford	4,156	1,853	2,431	3,385	1,084	10,763	14,554	144,405	5,780	19.5	7.8	1,151,892	304	15.55	10.7	823,308	64	25.0	3
4	Lake Shore and Michigan Southern	4,074	1,595	2,638	3,385	1,033	10,001	15,507	283,056	4,770	33.5	17.0	3,223,239	593	20.36	13.2	307,985	67	17.2	4
5	Erie	3,169	1,359	2,033	3,385	872	10,413	12,913	347,947	4,434	27.7	11.6	3,223,239	593	21.41	14.7	307,985	67	18.2	5
6	Boston and Maine	2,923	1,523	1,862	3,385	907	8,903	12,913	129,131	3,722	28.6	6.8	1,170,293	314	15.85	11.7	597,597	76	22.1	6
7	Delaware and Maryland	2,574	2,029	3,585	3,385	1,305	12,951	21,007	314,795	6,525	28.6	11.8	4,255,158	652	22.79	15.7	380,592	76	19.1	7
8	Delaware and Western	2,329	1,369	2,011	3,385	1,011	9,329	14,995	248,155	6,167	24.4	12.1	3,256,737	588	24.08	16.7	184,266	53	15.1	8
9	Lehigh Valley	3,359	1,996	3,009	3,385	1,827	9,322	15,531	216,664	6,133	20.7	11.1	3,456,755	551	25.20	17.0	3,456,755	53	15.1	9
10	Norfolk Central	4,007	1,876	2,545	3,385	1,192	11,304	16,779	229,093	6,270	21.9	9.6	3,456,755	551	25.20	17.0	3,456,755	53	15.1	10
11	Long Island	3,777	1,800	1,830	3,385	1,830	15,188	10,190	162,621	1,388	11.6	5.6	2,411,557	174	14.96	9.7	1,512,718	106	26.8	11
12	New York, Chicago and St. Louis	2,873	1,634	2,106	3,385	1,198	12,731	16,609	326,556	10,455	19.7	8.8	3,603,020	394	17.49	11.7	1,055,341	86	15.0	12
13	Buffalo, Rochester and Pittsburgh	3,089	1,526	1,913	3,385	1,913	7,261	12,241	172,039	5,000	19.4	12.9	3,468,109	645	35.74	20.8	1,513,016	40	16.0	13
14	New York, Ontario and Western	2,314	1,265	1,482	3,385	812	7,378	9,892	120,308	5,133	12.6	7.5	1,545,437	301	23.92	14.4	1,289,627	49	15.9	14
15	Central New England	1,941	1,274	1,327	3,385	871	5,290	7,426	102,815	3,021	19.0	11.5	1,277,350	423	22.25	13.4	85,873	27	11.5	15
16	Rutland	1,067	825	711	3,385	550	4,768	6,013	65,842	1,131	18.5	6.2	631,637	296	16.00	11.5	109.3	3	12.2	16
17	New York, Susquehanna and Western	2,509	1,263	1,727	3,385	869	8,033	11,548	87,987	3,263	12.0	7.4	1,298,101	398	33.09	19.5	32.2	68	15.0	17
18	Lehigh and New England	1,466	1,065	1,074	3,385	780	3,610	3,557	31,291	1,313	12.9	9.9	617,545	470	36.57	20.0	84.8	10	6.7	18
19	Pittsburgh, Shawmut and N. (Rev. 's op.)	3,029	1,759	2,068	3,385	958	4,615	5,608	66,597	2,279	14.3	12.7	1,225,185	537	37.55	19.2	112.0	13	6.5	19
20	Lehigh and Hudson River	1,485	1,053	1,173	3,385	657	3,967	6,689	66,289	3,321	9.9	8.5	1,265,379	511	38.35	16.1	69.4	31	9.9	20
21a	Buffalo and Susquehanna Railroad <sup>7</sup>	1,180	849	904	3,385	650	3,050	4,308	46,244	2,527	9.1	7.6	820,493	325	35.56	18.4	112.5	14	9.6	21
21b	Buffalo and Susquehanna R.R. Corp. <sup>8</sup>	1,485	871	904	3,385	638	4,752	6,317	37,996	2,114	7.2	5.1	376,277	178	24.85	13.4	107.4	41	8.4	21a
22	Ulster and Delaware	1,098	871	904	3,385	638	4,752	6,317	37,996	2,114	7.2	5.1	376,277	178	24.85	13.4	107.4	41	8.4	21b
23	New Jersey and New York	3,398	1,228	1,642	3,385	674	9,381	9,589	49,690	741	9.3	4.6	101,057	136	14.70	9.3	14.3	15	12.2	22
24	South Buffalo	2,127	991	1,661	3,385	774	3,937	4,599	44,974	2,051	10.5	7.4	664,987	324	30.67	17.0	57,205	30	13.3	23
25	Buffalo and Susquehanna Ry. (Rev. 's op.)	1,131	923	878	3,385	717	3,937	4,599	44,974	2,051	10.5	7.4	664,987	324	30.67	17.0	57,205	30	13.3	24
26	Buffalo Creek	16,599	727	657	3,385	549	3,033	4,615	24,855	1,617	7.8	3.8	193,044	119	15.24	9.5	40.1	30	14.3	25
27	Dunkirk, Allegheny Valley and Pittsburgh	924	667	604	3,385	471	3,033	3,649	17,771	1,453	4.4	2.1	91,479	63	14.16	8.7	107,551	42	17.1	26
28	Fonda, Johnstown and Gloversville	857	709	638	3,385	505	3,030	3,796	14,855	1,371	6.9	7.1	261,782	191	27.67	13.7	42,601	4	3.8	27
29	Terminal Railway of Buffalo <sup>9</sup>	5,575	769	638	3,385	655	3,030	8,706	51,885	3,012	8.2	8.6	696,450	231	28.13	13.8	2,249	4	4.8	28
30	Genesee and Wyoming	809	704	623	3,385	542	1,845	19,450	19,450	1,371	6.9	7.1	261,782	191	27.67	13.7	2,249	4	4.8	29
31	Lake Champlain and Mohawk	3,547	1,019	2,278	3,385	655	3,030	8,706	51,885	3,012	8.2	8.6	696,450	231	28.13	13.8	2,249	4	4.8	30
32	Connecting Terminal <sup>10</sup>	32,196	10,453	4,704	3,385	1,527	2,466	2,638	9,979	513	6.0	2.7	41,817	81	13.51	9.4	5,809	5	4.8	31
33	Delaware and Northern	977	881	808	3,385	729	2,466	2,638	9,979	513	6.0	2.7	41,817	81	13.51	9.4	5,809	5	4.8	32
34	Greenwich and Johnsonville	787	658	473	3,385	396	2,304	2,973	13,113	1,059	6.3	2.7	129,461	122	19.24	12.2	33,877	12	4.3	33
35	New York and Pennsylvania	600	526	557	3,385	489	1,955	1,992	8,657	625	6.0	2.2	56,519	71	15.06	9.5	33,012	18	8.9	34
36a	New York, Auburn and L. (Rev. 's op.) <sup>11</sup>	272	244	125	3,385	112	3,976	2,674	9,238	833	3.0	1.2	56,519	71	15.06	9.5	19,736	15	8.0	35
36b	Central New York Southern R.R. Corp. <sup>12</sup>	295	263	201	3,385	179	3,618	2,340	8,051	974	3.0	1.9	61,699	516	21.41	16.5	6,141	19	11.5	36a
37	Norwood and St. Lawrence	472	436	425	3,385	332	3,892	3,892	8,051	974	3.0	1.9	61,699	516	21.41	16.5	59,346	22	13.1	36b
38	Niagara Junction	6,223	1,745	4,512	3,385	248	1,804	3,253	3,279	1,445	...	...	74,543	616	21.41	16.5	2,447	9	4.5	37
39	Middletown and Unionville <sup>13</sup>	402	327	305	3,385	235	1,804	2,648	5,242	907	1.6	1.6	15,473	17	10.91	6.9	1,908	11	8.4	38
40	Unadilla Valley	611	559	463	3,385	434	2,269	2,269	8,663	1,501	2.2	1.2	15,473	17	10.91	6.9	1,908	11	8.4	39
41	United States and Canada	1,402	1,270	1,093	3,385	990	3,122	3,125	36,867	1,886	8.8	7.3	416,808	221	25.19	13.0	1,536	10	3.9	40
42	Skaneateles	3,013	2,410	96	3,385	...	3,122	3,125	36,867	1,886	8.8	7.3	416,808	221	25.19	13.0	1,536	10	3.9	41
43	Cooperstown and Charlotte Valley	239	206	96	3,385	...	4,137	5,829	5,829	45,829	14.7	14.3	37,518	113	16.74	11.5	2,522	14	8.0	42
44	Catskill Mountain	745	657	548	3,385	83	4,137	4,137	10,467	1,014	3.4	2.0	37,518	113	16.74	11.5	2,522	14	8.0	43
45	Lowville and Beaver River	947	726	857	3,385	483	2,735	2,735	9,412	1,176	1.8	1.6	37,518	113	16.74	11.5	2,522	14	8.0	44
46	Buffalo, Attica and Arcade	480	480	390	3,385	636	2,093	2,284	9,566	667	4.0	1.7	40,286	60	14.93	10.4	33,831	14	6.8	45
47	Danville and Mount Morris	751	634	486	3,385	411	1,682	1,682	4,919	604	3.9	1.3	21,929	36	9.00	6.0	32,754	16	7.8	46
48	Bath and Hammond	732																		



TABLE III b: COMMODITIES, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914

The statements relate to the entire revenue freight operations of the corporation. Quantities are stated in tons of 2000 pounds. Only those corporations are shown which furnish information appropriate to this schedule. The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 27.

Commodity	Number of tons originating on road		Number of tons received from connecting carriers	Total freight carried		Number of tons originating on road		Number of tons received from connecting carriers	Total freight carried		
	In New York State	On entire line		Number of tons	Per cent of whole	In New York State	On entire line		Number of tons	Per cent of whole	
1. Pennsylvania:											
Grain.....		304,093	1,486,286	1,790,379	1.33		1,649	170,926	423,590	594,516	2.38
Flour.....		167,483	634,577	802,060	.59		7,306	12,554	238,501	251,055	1.00
Other mill products.....		231,916	447,362	679,278	.50		4,801	14,856	139,547	154,403	.62
Hay.....		123,902	195,012	318,914	.24		482	21,369	238,653	260,022	1.04
Tobacco.....		31,570	53,751	85,321	.06		356	14,206	6,508	20,714	.08
Cotton.....		6,336	64,681	71,017	.05		389	83,841	256,228	340,069	1.36
Fruits and vegetables.....		315,409	1,575,609	1,891,018	1.40		35,396	106,641	382,651	489,292	1.96
Other products of agriculture.....		128,281	252,551	380,832	.28		18,376	74,211	142,958	217,169	.87
Total products of agriculture.....		1,308,990	4,709,829	6,018,819	4.45		68,755	498,604	1,828,636	2,327,240	9.31
Live stock.....		105,836	357,180	463,016	.34		866	16,114	37,959	54,073	.21
Dressed meats.....		17,894	193,665	211,559	.16		9,923	17,137	139,684	156,821	.63
Other packing house products.....		38,511	118,688	157,199	.12		1,603	7,010	16,454	23,464	.09
Poultry, game, and fish.....		16,383	71,789	88,172	.06		1,843	40,964	12,015	52,979	.21
Wool.....		10,439	28,988	39,427	.03		3,275	50,337	48,783	99,120	.40
Hides and leather.....		80,683	117,482	198,165	.15		3,516	51,752	67,627	119,379	.48
Other products of animals.....		322,431	321,856	644,287	.48		59,497	154,840	32,699	187,539	.75
Total products of animals.....		592,177	1,209,648	1,801,825	1.34		80,523	338,154	355,221	693,375	2.77
Anthracite coal.....		3,069,545	7,597,341	10,666,886	7.90		219	125,745	2,296,408	2,422,153	9.69
Bituminous coal.....		46,192,341	4,162,447	50,354,788	37.28		.....	1,560,588	2,575,137	4,135,725	16.55
Coke.....		10,657,056	2,887,621	13,544,677	10.03		37	37,251	86,044	123,295	.49
Ores.....		1,390,362	3,320,884	4,711,246	3.49		320	2,044	13,236	15,280	.06
Stone, sand, and other like articles.....		8,479,016	1,884,031	10,363,047	7.67		2,357	813,479	134,087	947,566	3.79
Other products of mines.....		466,881	606,206	1,073,087	.79		1,605	14,953	148,469	163,422	.65
Total products of mines.....		70,255,201	20,458,530	90,713,731	67.16		4,538	2,554,060	5,253,381	7,807,441	31.23
Lumber.....		929,846	3,467,491	4,397,337	3.26		16,912	192,166	845,876	1,038,042	4.15
Other products of forests.....		591,059	625,523	1,216,582	.90		1,564	96,932	133,950	230,882	.93
Total products of forests.....		1,520,905	4,093,014	5,613,919	4.16		18,476	289,098	979,826	1,268,924	5.08
Petroleum and other oils.....		662,469	546,969	1,209,438	.89		5,686	284,054	116,803	400,857	1.60
Sugar.....		300,079	95,752	395,831	.29		36,299	59,267	4,934	64,201	.26
Naval stores.....		21,372	13,522	34,894	.03		262	1,635	2,531	4,166	.02
Iron, pig and bloom.....		1,715,435	865,035	2,580,470	1.91		18,486	103,297	210,762	314,059	1.26
Iron and steel rails.....		356,793	89,134	445,927	.33		1,495	13,858	62,916	76,774	.31
Other castings and machinery.....		1,782,609	805,406	2,588,015	1.92		12,348	231,627	151,239	382,866	1.53
Bar and sheet metal.....		2,102,651	952,686	3,055,337	2.26		24,513	126,092	216,723	342,815	1.37
Cement, brick, and lime.....		2,287,451	1,646,444	3,933,895	2.91		17,276	442,335	507,583	949,918	3.80
Agricultural implements.....		35,817	73,137	108,954	.08		147	3,369	2,919	6,288	.02
Wagons, carriages, tools, etc.....		64,278	84,081	148,359	.11		5,330	12,607	9,205	21,812	.09
Wines, liquors, and beers.....		109,129	50,199	159,328	.12		24,326	78,966	67,179	146,145	.58
Household goods and furniture.....		67,045	145,160	212,205	.16		4,946	21,867	24,612	46,479	.18
Other manufactures.....		2,308,843	3,198,813	5,505,656	4.08		71,363	1,131,880	1,156,974	2,288,854	9.16
Total manufactures.....		11,811,971	8,566,338	20,378,309	15.09		222,477	2,510,854	2,534,380	5,045,234	20.18
Merchandise.....		15,552	19,713	35,265	.03		228,609	2,603,068	1,466,878	4,069,946	16.29
Commodities not specified above.....		6,150,787	4,341,968	10,492,755	7.77		190,515	2,403,785	1,380,893	3,784,678	15.14
Grand total all commodities.....		91,655,583	43,399,040	135,054,623	100.00		813,893	11,197,623	13,799,215	24,996,838	100.00
2. New York Central and Hudson River:											
Grain.....	178,275	183,609	2,234,764	2,418,373	4.72		8,766	280,013	862,124	1,142,137	3.00
Flour.....	174,007	186,037	874,657	1,060,694	2.07		3,109	129,077	292,628	421,705	1.11
Other mill products.....	191,221	209,266	621,857	831,123	1.62		2,630	73,803	222,620	296,423	.78
Hay.....	218,886	232,308	234,980	467,288	.91		2,683	108,316	76,222	184,538	.48
Tobacco.....	4,241	6,022	13,979	20,001	.04		125	4,969	17,527	22,496	.06
Cotton.....	13,569	41,026	95,525	136,551	.27		.....	142	39,702	39,844	.10
Fruits and vegetables.....	605,565	686,286	484,037	1,170,323	2.29		11,743	110,506	324,822	435,328	1.14
Other products of agriculture.....	52,060	141,059	264,133	405,192	.79		2,207	107,310	118,834	226,144	.59
Total products of agriculture.....	1,437,824	1,685,613	4,823,932	6,509,545	12.71		31,263	814,136	1,954,479	2,768,615	7.26
Live stock.....	86,966	109,179	379,844	489,023	.96		6,980	204,003	280,906	484,909	1.27
Dressed meats.....	20,077	29,730	327,562	357,292	.70		625	61,477	132,843	194,320	.51
Other packing house products.....	38,508	101,610	262,221	363,831	.71		1,051	51,881	110,719	162,600	.43
Poultry, game, and fish.....	9,427	18,421	143,211	161,632	.32		1,410	26,884	114,489	141,373	.37
Wool.....	11,005	46,724	60,990	107,714	.21		33	4,520	14,432	18,952	.05
Hides and leather.....	18,966	62,959	82,792	145,751	.28		959	12,454	29,355	41,809	.11
Other products of animals.....	484,227	538,522	365,044	903,566	1.77		3,582	125,425	65,248	190,673	.50
Total products of animals.....	669,176	907,145	1,621,664	2,528,809	4.94		14,640	486,644	747,992	1,234,636	3.24
Anthracite coal.....	1,425	10,978	5,797,098	5,808,076	11.34		30,188	250,928	1,018,517	1,269,445	3.33
Bituminous coal.....	538	6,473,593	7,252,899	13,726,492	26.81		.....	1,235,334	8,897,508	10,132,842	26.57
Coke.....	66,934	136,787	559,965	696,752	1.36		366	13,684	921,187	934,871	2.45
Ores.....	185,707	196,730	270,939	467,669	.91		2,304	546,807	5,355,340	5,902,147	15.47
Stone, sand, and other like articles.....	1,958,339	2,427,307	682,509	3,109,816	6.07		28,439	1,270,512	2,247,957	3,518,469	9.23
Other products of mines.....	220,143	257,074	276,185	533,259	1.04		435	56,398	370,677	427,075	1.12
Total products of mines.....	2,433,086	9,502,469	14,839,595	24,342,064	47.54		61,732	3,373,663	18,811,186	22,184,849	58.17
Lumber.....	587,607	717,298	1,256,865	1,974,163	3.86		4,201	207,766	851,092	1,058,858	2.78
Other products of forests.....	627,814	669,028	527,050	1,196,078	2.34		540	45,940	107,559	153,499	.40
Total products of forests.....	1,215,421	1,386,326	1,783,915	3,170,241	6.19		4,741	253,706	958,651	1,212,357	3.18
Petroleum and other oils.....	91,001	203,933	401,772	605,705	1.18		6,737	298,342	334,335	632,677	1.66
Sugar.....	148,344	318,551	89,507	408,358	.80		229	17,070	101,508	118,578	.31
Naval stores.....	31,344	68,900	20,282	89,182	.17		152	10,559	15,840	26,399	.07
Iron, pig and bloom.....	240,899	256,512	294,469	550,981	1.08		12,622	304,398	194,101	498,499	1.31
Iron and steel rails.....	37,218	39,434	72,755	112,189	.22		1,445	25,485	26,875	52,360	.14
Other castings and machinery.....	496,169	586,961	505,140	1,092,101	2.13		12,836	369,239	377,530	746,759	1.96
Bar and sheet metal.....	160,970	194,996	698,004	893,000	1.74		20,624	422,458	876,045	1,298,503	3.40
Cement, brick, and lime.....	1,079,195	1,661,237	1,128,190	2,789,427	5.45		13,412	639,444	933,100	1,572,544	4.12
Agricultural implements.....	71,655	73,853	67,375</								



TABLE 111 b: COMMODITIES, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

Commodity	Number of tons originating on road		Number of tons received from connecting carriers	Total freight carried		Number of tons originating on road		Number of tons received from connecting carriers	Total freight carried	
	In New York State	On entire line		Number of tons	Per cent of whole	In New York State	On entire line		Number of tons	Per cent of whole
5. Erie:										
Grain.....		257,488	1,058,039	1,315,527	3.53	365,593	382,412	707,312	1,089,724	4.65
Flour.....		105,844	245,822	351,666	.94	40,166	54,313	181,096	235,409	1.01
Other mill products.....		190,540	415,971	606,511	1.63	49,315	61,639	202,083	263,722	1.13
Hay.....		110,546	122,062	232,608	.62	26,293	32,558	75,276	107,834	.46
Tobacco.....			22,425	22,425	.06	1,324	3,173	14,688	17,861	.08
Cotton.....			28,687	28,687	.08	467	9,711	45,039	54,750	.23
Fruits and vegetables.....		115,023	293,164	438,187	1.18	56,360	132,471	133,213	265,684	1.13
Other products of agriculture.....		50,811	53,366	104,177	.28	130,399	166,096	90,179	256,275	1.09
Total products of agriculture.....		860,252	2,239,536	3,099,788	8.32	669,917	842,373	1,448,886	2,291,259	9.78
Live stock.....		80,416	82,794	163,210	.44	21,605	27,213	18,609	45,822	.20
Dressed meats.....		22,796	156,323	179,119	.48	1,406	3,500	103,868	107,368	.46
Other packing house products.....		26,431	77,930	104,361	.28	988	6,783	24,222	31,005	.13
Poultry, game, and fish.....		1,084	23,715	24,799	.07	847	8,155	55,100	63,255	.27
Wool.....		4,133	17,730	21,863	.06	380	970	17,434	18,404	.08
Hides and leather.....		34,042	51,590	85,632	.23	2,174	12,947	16,219	29,166	.12
Other products of animals.....		35,180	49,650	84,830	.23	4,051	30,676	66,759	97,435	.41
Total products of animals.....		204,082	459,732	663,814	1.79	31,451	90,244	302,211	392,455	1.67
Anthracite coal.....		8,014,641	1,864,029	9,878,670	26.50	.....	9,701,888	80,307	9,782,195	41.74
Bituminous coal.....		194,464	6,281,253	6,475,717	17.37	.....	.....	1,778,010	1,778,010	7.59
Coke.....			1,101,226	1,101,226	2.95	.....	.....	269,059	269,059	1.15
Ores.....		1,727,909	1,161,666	2,889,575	7.75	4,052	90,754	13,133	103,887	.44
Stone, sand, and other like articles.....		792,100	676,762	1,468,862	3.94	885,394	1,544,714	420,396	1,965,110	8.38
Other products of mines.....		268,053	197,943	465,996	1.25	37,530	55,717	88,843	144,560	.62
Total products of mines.....		10,997,167	11,282,879	22,280,046	59.76	926,976	11,393,073	2,649,748	14,042,821	59.92
Lumber.....		235,550	731,882	967,432	2.59	41,441	179,304	366,137	545,441	2.33
Other products of forests.....		289,302	221,291	510,593	1.37	19,800	53,441	53,766	107,207	.46
Total products of forests.....		524,852	953,173	1,478,025	3.96	61,241	232,745	419,903	652,648	2.79
Petroleum and other oils.....		389,988	226,115	616,103	1.65	19,859	31,613	104,747	136,360	.58
Sugar.....		125,765	26,354	152,119	.41	289	100,425	21,971	122,396	.52
Naval stores.....		11,282	16,029	27,311	.07	195	720	649	1,369	.01
Iron, pig and bloom.....		576,564	197,605	774,169	2.08	44,517	161,264	186,445	347,709	1.48
Iron and steel rails.....		56,912	144,854	201,766	.54	8,338	12,172	45,696	57,868	.25
Other castings and machinery.....		192,403	306,660	499,063	1.34	32,545	104,974	181,246	286,220	1.22
Bar and sheet metal.....		489,366	414,323	903,689	2.42	13,901	27,022	102,761	129,783	.55
Cement, brick, and lime.....		355,056	535,620	890,676	2.39	40,018	891,771	321,074	1,212,845	5.18
Agricultural implements.....		16,655	48,020	64,675	.17	8,710	10,486	65,909	76,395	.33
Wagons, carriages, tools, etc.....		7,127	23,920	31,047	.08	7,734	13,877	32,797	46,674	.20
Wines, liquors, and beers.....		39,821	50,110	89,931	.24	16,122	45,725	63,165	108,890	.46
Household goods and furniture.....		12,687	18,056	30,743	.08	4,352	15,180	26,847	42,027	.18
Other manufactures.....		904,639	955,972	1,860,611	4.99	186,048	406,331	530,515	936,846	4.00
Total manufactures.....		3,178,265	2,963,638	6,141,903	16.46	382,628	1,821,560	1,683,822	3,505,382	14.96
Merchandise.....		1,354,328	625,543	1,979,871	5.31	319,488	992,078	483,688	1,475,766	6.30
Commodities not specified above.....		1,011,702	627,405	1,639,107	4.40	168,946	752,620	321,330	1,073,950	4.58
Grand total all commodities.....		18,130,648	19,151,906	37,282,554	100.00	2,560,647	16,124,693	7,309,588	23,434,281	100.00
6. Boston and Maine:										
Grain.....	1,232	89,458	1,173,012	1,262,470	5.10	21,068	32,012	1,097,110	1,129,122	3.77
Flour.....	541	108,398	332,731	441,129	1.78	145,278	157,820	485,398	643,218	2.15
Other mill products.....	408	51,269	401,292	452,561	1.83	13,806	18,844	242,263	261,107	.87
Hay.....	7,699	49,275	307,864	357,139	1.44	122,844	149,005	105,594	254,599	.85
Tobacco.....	209	8,209	9,778	17,987	.07	239	777	5,326	6,103	.02
Cotton.....			242,942	242,942	.98	36	89	39,225	39,314	.13
Fruits and vegetables.....	3,292	198,280	777,834	976,114	3.94	64,581	99,688	90,016	189,704	.64
Other products of agriculture.....	730	23,371	33,115	56,486	.23	47,491	70,834	52,603	123,437	.41
Total products of agriculture.....	14,111	528,260	3,278,568	3,806,828	15.37	415,343	529,069	2,117,535	2,646,604	8.84
Live stock.....	2,060	60,155	79,236	139,391	.56	39,711	45,687	87,848	133,535	.45
Dressed meats.....	34	73,380	135,426	208,806	.84	7,701	17,478	159,677	177,155	.59
Other packing house products.....	8	67,470	66,133	133,603	.54	55	10,023	90,045	100,068	.33
Poultry, game, and fish.....	2	40,821	21,294	62,115	.25	972	6,809	9,049	15,858	.05
Wool.....	151	77,829	70,991	148,820	.60	232	302	13,832	14,134	.05
Hides and leather.....	37	121,693	134,564	256,257	1.04	1,477	26,854	19,665	46,519	.16
Other products of animals.....	6,645	42,292	18,243	60,535	.24	94,586	171,999	38,037	210,036	.70
Total products of animals.....	8,937	483,640	525,887	1,009,527	4.07	144,734	279,152	418,153	697,305	2.33
Anthracite coal.....			1,674,630	1,674,630	6.77	.....	13,403,553	161,376	13,564,929	45.33
Bituminous coal.....			3,142,780	3,142,780	12.70	.....	593,349	2,133,097	2,726,446	9.11
Coke.....	473	132,965	52,620	185,585	.75	5,841	8,829	164,744	173,573	.58
Ores.....	60	10,058	42,408	52,466	.21	1,416	9,611	618,149	627,760	2.10
Stone, sand, and other like articles.....	53,271	791,664	407,608	1,199,272	4.84	225,390	1,115,431	739,061	1,854,492	6.20
Other products of mines.....	6,351	26,943	78,211	105,154	.42	1,328	51,425	51,751	103,176	.34
Total products of mines.....	60,155	961,630	5,398,257	6,359,887	25.69	233,975	15,182,198	3,868,178	19,050,376	63.66
Lumber.....	15,755	1,061,009	1,440,450	2,501,459	10.11	67,465	159,047	403,197	562,244	1.88
Other products of forests.....	5,595	529,252	782,537	1,311,789	5.30	8,685	99,433	181,731	281,164	.94
Total products of forests.....	21,350	1,590,261	2,222,987	3,813,248	15.41	76,150	258,480	584,928	843,408	2.82
Petroleum and other oils.....			257,227	257,227	1.04	19,846	260,356	130,407	390,763	1.30
Sugar.....			228,649	228,649	.92	93	125,044	63,329	188,373	.63
Naval stores.....	6	21,160	15,340	36,500	.15	.....	.....	.....	.....	.....
Iron, pig and bloom.....	1,344	72,250	154,084	226,334	.91	78,619	215,586	178,139	393,725	1.32
Iron and steel rails.....	3,131	32,255	95,717	127,972	.52	46,990	238,184	71,920	310,104	1.04
Other castings and machinery.....	5,582	249,830	190,594	440,424	1.78	15,245	79,197	123,064	202,261	.68
Bar and sheet metal.....	1,059	33,189	88,392	121,581	.49	22,155	146,605	148,254	294,859	.98
Cement, brick, and lime.....	122,661	406,638	352,246	758,884	3.07	40,807	627,222	910,921	1,538,143	5.14
Agricultural implements.....	26,018	44,010	11,656	55,666	.22	27,824	28,550	23,670	52,220	.17
Wagons, carriages, tools, etc.....	97	25,780	20,332	46,112	.19	3,567	5,986	18,347	24,333	.08
Wines, liquors, and beers.....	5,371	144,190	41,348	185,538	.75	6,788	30,775	36,946	67,721	.23
Household goods and furniture.....	657	73,942	32,105	106,047	.43	1,648	11,820	26,869	38,689	.13
Other manufactures.....	41,404	1,464,304	899,184	2,363,488	9.55	108,446	209,463	316,567	526,030	1.76
Total manufactures.....	20									



TABLE III b: COMMODITIES, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

Commodity	Number of tons originating on road		Number of tons received from connecting carriers	Total freight carried		Number of tons originating on road		Number of tons received from connecting carriers	Total freight carried		
	In New York State	On entire line		Number of tons	Per cent of whole	In New York State	On entire line		Number of tons	Per cent of whole	
9. Delaware and Hudson:											
Grain.....	5,021	7,040	308,311	315,351	1.58	.....	28,150	144,427	172,577	4.02	
Flour.....	3,629	4,807	160,720	165,527	.83	.....	14,822	45,046	59,868	1.39	
Other mill products.....	33,500	36,184	236,039	272,223	1.36	.....	47,423	37,597	85,020	1.98	
Hay.....	37,218	39,457	44,147	83,604	.42	.....	9,969	84,001	93,970	2.19	
Tobacco.....	16	16	2,021	2,037	.01	.....	2,337	1,337	3,674	.09	
Cotton.....	245	265	46,332	46,597	.23	.....	206	604	810	.02	
Fruits and vegetables.....	28,292	28,543	162,379	190,922	.96	.....	99,835	69,109	168,944	3.94	
Other products of agriculture.....	.....	.....	.....	.....	.....	.....	8,225	42,176	50,401	1.17	
Total products of agriculture.....	107,921	116,312	959,949	1,076,261	5.39	.....	210,967	424,297	635,264	14.80	
Live stock.....	10,457	13,181	9,870	23,051	.11	.....	1,390	3,210	4,600	.11	
Dressed meats.....	294	452	46,834	47,286	.24	.....	1,974	47,295	49,269	1.15	
Other packing house products.....	492	893	24,115	25,008	.13	.....	3,356	6,787	10,143	.24	
Poultry, game, and fish.....	252	293	9,939	10,232	.05	.....	17,001	10,246	27,247	.63	
Wool.....	38	38	7,984	8,022	.04	.....	47	369	416	.01	
Hides and leather.....	3,092	3,097	55,407	58,504	.29	.....	1,145	2,565	3,710	.09	
Other products of animals.....	.....	.....	.....	.....	.....	.....	161,830	49,094	210,924	4.91	
Total products of animals.....	14,625	17,954	154,149	172,103	.86	.....	186,743	119,566	306,309	7.14	
Anthracite coal.....	3,172	8,400,165	332,442	8,732,607	43.71	.....	34,600	1,122,678	1,157,278	26.96	
Bituminous coal.....	845	4,178	2,340,905	2,345,083	11.74	.....	58,264	267,281	325,545	7.58	
Coke.....	311	348	184,697	185,045	.93	.....	99	4,449	4,548	.11	
Ores.....	486,076	493,451	97,025	590,476	2.95	.....	601	21,529	22,130	.52	
Stone, sand, and other like articles.....	410,949	601,028	235,311	836,339	4.19	.....	214,349	58,139	272,488	6.35	
Other products of mines.....	.....	.....	.....	.....	.....	.....	8,658	37,601	46,259	1.08	
Total products of mines.....	901,353	9,499,170	3,190,380	12,689,550	63.52	.....	316,571	1,511,677	1,828,248	42.60	
Lumber.....	235,412	260,937	815,965	1,076,902	5.39	.....	70,568	194,124	264,692	6.17	
Other products of forests.....	.....	.....	.....	.....	.....	.....	32,601	26,921	59,522	1.39	
Total products of forests.....	235,412	260,937	815,965	1,076,902	5.39	.....	103,169	221,045	324,214	7.56	
Petroleum and other oils.....	46,921	50,148	133,141	183,289	.92	.....	47,552	26,354	73,906	1.72	
Sugar.....	977	1,116	19,330	20,446	.10	.....	13,464	3,896	17,360	.40	
Naval stores.....	15	15	109	124	.00	.....	231	572	803	.02	
Iron, pig and bloom.....	100,976	101,919	158,336	260,255	1.30	.....	271	3,989	4,260	.10	
Iron and steel rails.....	6,231	8,120	26,327	34,447	.17	.....	322	6,214	6,536	.15	
Other castings and machinery.....	47,397	55,613	226,021	281,634	1.41	.....	22,726	110,908	133,634	3.11	
Bar and sheet metal.....	4,096	6,669	143,485	150,154	.75	.....	4,428	67,990	72,418	1.69	
Cement, brick, and lime.....	266,101	269,021	476,375	745,396	3.73	.....	74,332	199,955	274,287	6.39	
Agricultural implements.....	1,101	1,510	12,284	13,794	.07	.....	1,189	2,125	3,314	.08	
Wagons, carriages, tools, etc.....	890	1,141	13,099	14,240	.07	.....	3,003	21,085	24,088	.56	
Wines, liquors, and beers.....	10,574	24,697	28,741	53,438	.27	.....	30,288	11,853	42,141	.98	
Household goods and furniture.....	4,461	5,518	14,512	20,030	.10	.....	9,593	33,341	42,934	1.00	
Other manufactures.....	585,124	600,619	649,078	1,249,697	6.26	.....	89,399	201,975	291,374	6.79	
Total manufactures.....	1,074,864	1,126,106	1,900,838	3,026,944	15.15	.....	296,798	690,257	987,055	22.99	
Merchandise.....	271,047	342,320	538,446	880,766	4.41	.....	8,004	4,978	12,982	.30	
Commodities not specified above.....	281,879	330,988	722,640	1,053,628	5.28	.....	108,740	89,305	198,045	4.61	
Grand total all commodities.....	2,887,101	11,693,787	8,282,367	19,976,154	100.00	.....	1,230,992	3,061,125	4,292,117	100.00	
10. Northern Central:											
Grain.....	30,829	768,734	799,563	3.60	.....	798	109,657	502,706	612,363	7.10	
Flour.....	13,315	291,274	304,589	1.37	.....	974	29,687	261,371	291,058	3.37	
Other mill products.....	3,477	177,398	180,875	.82	.....	434	24,518	148,290	172,808	2.00	
Hay.....	25,588	69,467	95,055	.43	.....	144	41,491	23,372	64,863	.75	
Tobacco.....	4,172	15,997	20,169	.09	.....	40	1,575	19,272	20,847	.24	
Cotton.....	2,214	16,422	18,636	.08	.....	.....	.....	78,270	78,270	.91	
Fruits and vegetables.....	95,970	453,718	549,688	2.48	.....	14,782	57,573	75,405	132,978	1.54	
Other products of agriculture.....	12,113	94,256	106,369	.48	.....	2,106	18,708	53,922	72,630	.84	
Total products of agriculture.....	.....	187,678	1,887,266	2,074,944	9.35	.....	19,278	283,209	1,162,608	14.45	
Live stock.....	11,658	70,397	82,055	.37	.....	5,860	75,311	82,092	157,403	1.82	
Dressed meats.....	1,297	25,446	26,743	.12	.....	90	47,603	127,165	174,768	2.03	
Other packing house products.....	1,737	34,481	36,218	.16	.....	544	67,301	31,427	98,728	1.14	
Poultry, game, and fish.....	2,555	8,701	11,256	.05	.....	210	9,188	32,195	41,383	.48	
Wool.....	484	3,742	4,226	.02	.....	.....	1,119	38,510	39,629	.46	
Hides and leather.....	3,184	49,449	52,633	.24	.....	179	4,822	21,924	26,746	.31	
Other products of animals.....	93,324	86,344	179,668	.81	.....	4,278	62,264	32,965	95,329	1.11	
Total products of animals.....	.....	114,239	278,560	392,799	1.77	.....	11,161	267,708	366,278	4.38	
Anthracite coal.....	3,312,844	2,683,565	5,996,409	27.03	.....	.....	291	669,176	669,467	7.76	
Bituminous coal.....	17,325	5,180,157	5,197,482	23.43	.....	.....	6,095	1,095,771	1,101,866	12.77	
Coke.....	.....	363,459	363,459	1.64	.....	.....	9,167	82,079	91,246	1.06	
Ores.....	159,075	610,443	769,518	3.47	.....	.....	341	320,079	320,471	3.71	
Stone, sand, and other like articles.....	169,597	405,094	574,691	2.59	.....	.....	7,089	231,125	933,017	10.81	
Other products of mines.....	118,511	229,324	347,835	1.57	.....	.....	2,248	50,290	65,484	.76	
Total products of mines.....	3,777,352	9,472,042	13,249,394	59.73	.....	.....	9,678	733,031	2,448,520	31.81	
Lumber.....	61,485	896,925	958,410	4.32	.....	.....	1,346	23,985	468,440	492,425	5.70
Other products of forests.....	59,264	237,083	296,347	1.34	.....	.....	1,595	19,941	97,094	117,035	1.36
Total products of forests.....	120,749	1,134,008	1,254,757	5.66	.....	.....	2,941	43,926	565,534	609,460	7.06
Petroleum and other oils.....	12,162	225,840	238,002	1.07	.....	.....	5,312	18,410	68,120	86,530	1.00
Sugar.....	1,829	116,346	118,175	.53	.....	.....	101	2,111	56,913	59,024	.68
Naval stores.....	312	3,736	4,048	.02	.....	.....	.....	154	263	417	.01
Iron, pig and bloom.....	3,832	225,971	229,803	1.03	.....	.....	2,522	33,184	56,144	89,328	1.04
Iron and steel rails.....	14,690	69,561	84,251	.38	.....	.....	3,216	59,993	34,236	94,229	1.09
Other castings and machinery.....	40,395	205,200	245,595	1.11	.....	.....	8,414	121,334	140,256	261,590	3.03
Bar and sheet metal.....	8,103	261,624	269,727	1.22	.....	.....	11,555	33,161	226,090	259,251	3.00
Cement, brick, and lime.....	106,310	443,808	550,118	2.48	.....	.....	218	52,358	293,151	345,509	4.00
Agricultural implements.....	9,595	49,558	59,153	.27	.....	.....	4	6,720	47,659	54,379	.63
Wagons, carriages, tools, etc.....	7,483	25,214	32,697	.15	.....	.....	131	3,605	11,525	15,130	.18
Wines, liquors, and beers.....	3,723	18,944	22,667	.10	.....	.....	6,732	34,073	63,264	97,337	1.13
Household goods and furniture.....	5,967	37,714	43,681	.20	.....	.....	1,260	9,486	17,868	27,354	.32
Other manufactures.....	196,051	1,154,967	1,351,018	6.09	.....	.....	16,086	245,402	676,666	922,068	10.69
Total manufactures.....	410,452	2,838,483	3,248,935	14.65	.....	.....	55,551	619,991	1,692,155	2,312,146	26.80
Merchandise.....	1,150	12,199	13,349	.06	.....	.....	344	20,733	29,091	49,824	.58
Commodities not specified above.....	523,702	1,422,804	1,946,506	8.78	.....	.....	10,302	163,729	232,045	395,774	4.59
Grand total all commodities.....	5,135,322	17,045,362	22,180,684	100.00	.....	.....	109,255	2,132,327	6,496,231	8,628,558	100.00



TABLE III b: COMMODITIES, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

Commodity	Number of tons originating on road		Number of tons received from connecting carriers	Total freight carried		Number of tons originating on road		Number of tons received from connecting carriers	Total freight carried	
	In New York State	On entire line		Number of tons	Per cent of whole	In New York State	On entire line		Number of tons	Per cent of whole
13. Buffalo, Rochester and Pittsburgh:										
Grain.....	36,264	36,647	17,734	54,381	.44	3,008	3,677	98,423	102,100	1.79
Flour.....	24,448	24,575	7,884	32,459	.27	569	1,308	47,241	48,549	.85
Other mill products.....	2,658	2,658	22,272	24,930	.20	2,025	4,747	68,477	73,224	1.28
Hay.....	11,103	16,002	1,568	17,570	.14	4,497	5,046	36,415	41,461	.73
Tobacco.....	30	30	57	87	.....	426	3,427	2,582	6,009	.11
Cotton.....	96	96	2,244	2,340	.02	17	22	63,080	63,102	1.10
Fruits and vegetables.....	28,421	34,579	9,429	44,008	.36	8,464	9,297	14,369	23,666	.41
Other products of agriculture.....	1,358	2,171	3,782	5,953	.05	1,705	2,247	17,018	19,265	.34
Total products of agriculture.....	104,378	116,758	64,970	181,728	1.48	20,711	29,771	347,605	377,376	6.61
Live stock.....	5,208	5,491	2,657	8,148	.07	664	817	1,524	2,341	.04
Dressed meats.....	7	78	4,890	4,968	.04	1,153	1,257	29,914	31,171	.55
Other packing house products.....	417	899	658	1,557	.01	724	755	4,623	5,378	.09
Poultry, game, and fish.....	152	152	299	451	.....	17	61	3,082	3,143	.05
Wool.....	53	53	106	159	.....	2	18	20,517	20,535	.36
Hides and leather.....	1,798	9,422	15,060	24,482	.20	15	462	14,803	15,265	.27
Other products of animals.....	14,962	18,219	12,105	30,324	.25	20,046	25,910	18,401	44,311	.78
Total products of animals.....	22,597	34,314	35,775	70,089	.57	22,621	29,280	92,864	122,144	2.14
Anthracite coal.....	509	509	127,745	128,254	1.04	.....	.....	2,109,458	2,109,458	36.95
Bituminous coal.....	144	6,420,586	1,755,844	8,176,430	66.50	.....	.....	729,580	729,580	12.78
Coke.....	15	238,358	155,000	393,358	3.20	152	152	17,107	17,259	.30
Ores.....	1,083	2,183	697,519	699,702	5.69	.....	10,900	4,121	15,021	.26
Stone, sand, and other like articles.....	171,897	343,853	75,945	419,798	3.42	4,282	59,680	46,033	105,713	1.85
Other products of mines.....	53,083	60,356	83,728	144,084	1.17	128	252	43,252	43,504	.76
Total products of mines.....	226,731	7,065,845	2,895,781	9,961,626	81.02	4,562	70,984	2,949,551	3,020,535	52.90
Lumber.....	34,328	81,849	84,551	166,400	1.36	3,135	7,636	80,237	87,873	1.54
Other products of forests.....	26,594	66,446	125,507	191,953	1.56	8,294	11,723	19,638	31,361	.55
Total products of forests.....	60,922	148,295	210,058	358,353	2.92	11,429	19,359	99,875	119,234	2.09
Petroleum and other oils.....	7,218	66,527	18,619	85,146	.69	4,071	4,733	25,023	29,756	.52
Sugar.....	118	414	19,605	20,019	.16	20	20	3,803	3,823	.07
Naval stores.....	4,656	5,246	3,694	8,940	.07	.....	.....	1,095	1,095	.02
Iron, pig and bloom.....	26,911	167,216	98,305	265,521	2.16	95	3,452	42,354	45,806	.80
Iron and steel rails.....	2,871	3,396	59,890	63,286	.51	323	423	16,733	17,156	.30
Other castings and machinery.....	6,943	26,621	49,348	75,969	.62	5,519	6,773	25,174	31,947	.56
Bar and sheet metal.....	12,680	84,825	118,715	203,540	1.66	110	112	19,721	19,833	.35
Cement, brick, and lime.....	75,113	252,905	133,433	386,338	3.14	3,421	46,162	176,502	222,664	3.90
Agricultural implements.....	353	4,551	998	5,549	.05	373	527	792	1,319	.02
Wagons, carriages, tools, etc.....	164	295	1,191	1,486	.01	75	122	2,940	3,062	.06
Wines, liquors, and beers.....	3,467	15,066	2,776	17,842	.15	840	1,386	5,036	7,022	.12
Household goods and furniture.....	1,915	9,386	1,907	11,293	.09	708	1,038	7,699	8,737	.15
Other manufactures.....	18,939	58,624	77,578	136,202	1.11	14,995	30,358	194,607	224,965	3.94
Total manufactures.....	161,348	695,072	586,059	1,281,131	10.42	30,550	95,106	522,079	617,185	10.81
Merchandise.....	97,414	180,371	78,177	255,548	2.10	59,306	60,678	698,189	758,867	13.29
Commodities not specified above.....	40,836	110,623	72,951	183,574	1.49	48,982	55,197	639,316	694,513	12.16
Grand total all commodities.....	714,226	8,351,278	3,943,771	12,295,049	100.00	198,161	360,375	5,349,479	5,709,854	100.00
14. New York, Ontario and Western:										
Grain.....	5,341	6,091	85,191	91,282	1.51	6,834	12,372	113,091	125,463	5.23
Flour.....	2,746	4,032	41,644	45,676	.76	5,866	17,578	30,509	48,087	2.00
Other mill products.....	24,653	25,903	109,918	135,821	2.25	12,066	20,010	57,527	77,537	3.23
Hay.....	8,358	8,783	11,528	20,311	.33	12,058	30,222	33,613	63,835	2.66
Tobacco.....	26	26	490	516	.01	314	913	52	965	.04
Cotton.....	1,049	1,049	2,368	3,417	.06	938	2,127	1,247	3,374	.14
Fruits and vegetables.....	13,898	15,240	6,110	21,350	.35	11,832	16,027	13,432	29,459	1.23
Other products of agriculture.....	5,415	5,422	12,039	17,461	.29	1,498	4,542	312	4,854	.20
Total products of agriculture.....	61,486	66,546	269,288	335,834	5.56	51,376	103,791	249,783	353,574	14.73
Live stock.....	9,344	9,626	2,260	11,885	.20	8,384	14,807	7,545	22,352	.93
Dressed meats.....	41	262	977	1,239	.02	327	1,027	1,939	2,966	.12
Other packing house products.....	339	789	341	1,130	.02	296	793	341	1,134	.05
Poultry, game, and fish.....	264	283	443	726	.01	482	617	1,124	1,741	.07
Wool.....	233	233	133	366	.01	232	442	422	864	.04
Hides and leather.....	835	872	435	1,307	.02	1,537	3,019	294	3,313	.14
Other products of animals.....	135,303	142,393	18,772	161,165	2.66	6,439	7,332	14,040	21,372	.89
Total products of animals.....	146,379	154,458	23,361	177,819	2.94	17,697	28,037	25,705	53,742	2.24
Anthracite coal.....	.....	2,624,759	1,709,599	4,334,358	71.69	.....	3,300	259,882	263,182	10.97
Bituminous coal.....	.....	.....	127,366	127,366	2.10	25,463	25,463	283,328	308,791	12.87
Coke.....	24	202	226	226	.....	.....	.....	3,702	3,702	.15
Ores.....	41,098	41,103	4,789	45,892	.76	543	648	1,426	2,074	.09
Stone, sand, and other like articles.....	116,559	117,497	59,162	176,659	2.92	61,254	153,136	56,473	209,609	8.73
Other products of mines.....	3,958	4,000	12,595	16,595	.28	3,698	8,807	9,379	18,186	.76
Total products of mines.....	161,639	2,787,383	1,913,713	4,701,096	77.75	90,958	191,354	614,190	805,544	33.57
Lumber.....	27,586	30,624	57,784	88,408	1.46	23,998	72,724	162,548	235,272	9.80
Other products of forests.....	106,445	112,871	37,874	150,745	2.50	28,128	70,319	224,837	295,156	12.30
Total products of forests.....	134,031	143,495	95,658	239,153	3.96	52,126	143,043	387,385	530,428	22.10
Petroleum and other oils.....	3,913	3,960	14,640	18,600	.31	623	1,874	26,247	28,121	1.17
Sugar.....	17,118	17,268	6,152	23,420	.39	479	2,045	18,643	20,688	.86
Naval stores.....	33	114	44	158	.....	987	1,954	22	1,976	.08
Iron, pig and bloom.....	21	21	3,176	3,197	.05	174	529	4,090	4,619	.19
Iron and steel rails.....	163	221	1,090	1,311	.02	159	530	11,809	12,339	.52
Other castings and machinery.....	7,145	8,823	9,542	18,365	.30	2,827	8,568	15,328	23,896	1.00
Bar and sheet metal.....	1,162	1,371	7,761	9,132	.15	138	645	345	990	.04
Cement, brick, and lime.....	8,149	8,722	57,839	66,561	1.10	849	17,297	59,899	77,196	3.22
Agricultural implements.....	494	495	1,120	1,615	.03	634	4,208	2,936	7,144	.30
Wagons, carriages, tools, etc.....	356	360	2,806	3,196	.05	424	1,060	8,739	9,799	.41
Wines, liquors, and beers.....	8,568	16,668	2,649	19,317	.32	166	833	6,090	6,923	.29
Household goods and furniture.....	752	760	356	1,116	.02	1,681	6,724	10,939	17,663	.74
Other manufactures.....	201,002	211,774	140,514	352,288	5.83	21,313	60,896	147,151	208,047	8.67
Total manufactures.....	248,876	270,587	247,689	518,276	8.57	30,454	107,163	312,238	419,401	17.49
Merchandise.....	2,964	3,132	1,229	4,361	.07	.....	.....	.....	.....	.....
Commodities not specified above.....	25,717	50,796	18,887	69,683	1.15	30,852	69,752	167,201	236,953	9.87
Grand total all commodities.....	781,092	3,476,397	2,569,825	6,046,222	100.00	273,463	643,140	1,756,502	2,399,642	100.00
15. Central New England:										
Grain.....	3,008	3,677	98,423	102,100	1.79	.....	.....	.....	.....	.....
Flour.....	569	1,308	47,241	48,549	.85	.....	.....	.....	.....	.....
Other mill products.....	2,025	4,747	68,477	73,224	1.28	.....	.....	.....	.....	.....
Hay.....	4,497	5,046	36,415	41,461	.73	.....	.....	.....	.....	.....
Tobacco.....	426	3,427	2,582	6,009	.11	.....	.....	.....	.....	.....
Cotton.....	17	22	63,080	63,102	1.10	.....	.....	.....	.....	.....
Fruits and vegetables.....	8,464	9,297	14,369	23,666	.41	.....	.....	.....	.....	.....
Other products of agriculture.....	1,705	2,247	17,018	19,265	.34	.....	.....	.....	.....	.....
Total products of agriculture.....	20,711	29,771	347,605	377,376	6.61	.....	.....	.....	.....	.....
Live stock.....	664	817	1,524	2,341	.04	.....	.....	.....	.....	.....
Dressed meats.....	1,153	1,257	29,914	31,171	.55	.....	.....	.....	.....	.....
Other packing house products.....	724	755	4,623	5,378	.09	.....	.....	.....	.....	.....
Poultry, game, and fish.....	17	61	3,082	3,143	.05	.....	.....	.....	.....	.....
Wool.....	2	18	20,517	20,535	.36	.....	.....	.....	.....	.....
Hides and leather.....	15	462	14,803	15,265	.27	.....	.....	.....	.....	.....
Other products of animals.....	20,046	25,910	18,401	44,311	.78	.....	.....			



TABLE 111 b: COMMODITIES, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

Commodity	Number of tons originating on road		Number of tons received from connecting carriers	Total freight carried		Number of tons originating on road		Number of tons received from connecting carriers	Total freight carried		
	In New York State	On entire line		Number of tons	Per cent of whole	In New York State	On entire line		Number of tons	Per cent of whole	
17. New York, Susquehanna and Western:						19b. Pittsburg, Shawmut and Northern (Rev.'s op.):					
Grain.....		2,818	150,451	153,269	2.62	653	1,395	3,287	4,682	.15	
Flour.....		621	13,133	13,754	.24	198	979	2,345	3,324	.11	
Other mill products.....		42,307	20,655	62,962	1.08	1,115	2,009	3,835	5,844	.18	
Hay.....		1,861	12,354	14,215	.24	4,275	7,259	358	7,617	.24	
Fruits and vegetables.....		3,785	3,654	7,439	.13	9,851	10,202	1,043	11,245	.35	
Other products of agriculture.....		1,661	49,562	51,223	.87						
Total products of agriculture.....		53,053	249,809	302,862	5.18	16,094	21,844	10,868	32,712	1.03	
Live stock.....		1,479	1,220	2,699	.05	911	1,006	65	1,071	.03	
Dressed meats.....		18	1,336	1,354	.02			139	139		
Other packing house products.....		287	1,131	1,418	.02	541	606	216	822	.03	
Poultry, game, and fish.....						4	4		4		
Wool.....		1,788	2,510	4,298	.07	11	14		14		
Hides and leather.....		157	154	311	.01		4,077	3,578	7,655	.24	
Other products of animals.....		489	2,640	3,129	.05						
Total products of animals.....		4,218	8,991	13,209	.22	1,467	5,707	3,998	9,705	.30	
Anthracite coal.....			4,021,755	4,021,755	68.68	35	42	5,330	5,372	.17	
Bituminous coal.....			324,529	324,529	5.54	42	2,573,156	11,665	2,584,821	81.18	
Coke.....			1,771	1,771	.03						
Ores.....		20,333	59,905	80,238	1.37			247	247	.01	
Stone, sand, and other like articles.....		29,528	39,457	68,985	1.18	321	4,226	22,115	26,341	.83	
Other products of mines.....		1,420	5,475	6,895	.12						
Total products of mines.....		51,281	4,452,892	4,504,173	76.92	398	2,577,424	39,357	2,616,781	82.19	
Lumber.....		20,252	47,252	67,504	1.15	2,469	32,616	11,888	44,504	1.40	
Other products of forests.....		16,872	14,149	31,021	.53	47,277	122,506	65,903	188,409	5.92	
Total products of forests.....		37,124	61,401	98,525	1.68	49,746	155,122	77,791	232,913	7.32	
Petroleum and other oils.....		13,623	37,465	51,088	.87	239	1,460	2,081	3,541	.11	
Sugar.....		3,188	982	4,170	.07	35	39	1,151	1,190	.04	
Naval stores.....		12,277	16,227	28,504	.49						
Iron, pig and bloom.....		1,564	12,113	13,677	.23						
Iron and steel rails.....		422	7,709	8,131	.14	28	582	2,796	3,378	.10	
Other castings and machinery.....		6,379	7,615	13,994	.24	688	4,323	5,847	10,170	.32	
Bar and sheet metal.....		1,232	8,288	9,520	.16		27	2,127	2,154	.07	
Cement, brick, and lime.....		29,741	134,891	164,632	2.81	4,385	156,534	21,072	177,606	5.58	
Agricultural implements.....		252	69	321	.01	22	33	231	264	.01	
Wagons, carriages, tools, etc.....		785	249	1,034	.02	69	426	208	634	.02	
Wines, liquors, and beers.....		4,240	1,730	5,970	.10	2,087	15,639	1,081	16,720	.52	
Household goods and furniture.....		271	1,075	1,346	.02	356	826	685	1,511	.05	
Other manufactures.....		107,460	55,252	162,712	2.78	3,870	21,478	532	22,010	.69	
Total manufactures.....		181,434	283,665	465,099	7.94	11,779	201,367	37,811	239,178	7.51	
Merchandise.....		145,284	72,794	218,078	3.72	486	1,101	5,960	7,061	.22	
Commodities not specified above.....		100,406	153,459	253,865	4.34	2,218	16,242	29,375	45,617	1.43	
Grand total all commodities.....		572,800	5,283,011	5,855,811	100.00	82,188	2,978,807	205,160	3,183,967	100.00	
18. Lehigh and New England:						20. Lehigh and Hudson River:					
Grain.....		4,399	17,999	22,398	.51		701	56,914	57,615	1.27	
Flour.....		3,234	4,526	7,760	.18		449	31,293	31,742	.70	
Other mill products.....		314	1,062	1,376	.03		1,843	47,097	48,940	1.08	
Hay.....		399	761	1,160	.02		513	16,125	16,638	.37	
Tobacco.....		10	140	150	.01		15	2,000	2,024	.04	
Cotton.....								66,643	66,643	1.47	
Fruits and vegetables.....		6,228	1,249	7,477	.17		5,937	13,143	19,080	.42	
Other products of agriculture.....							368	3,666	4,034	.09	
Total products of agriculture.....		14,584	25,737	40,321	.92		9,826	236,890	246,716	5.44	
Live stock.....		150	138	288	.01		1,197	1,574	2,771	.06	
Dressed meats.....		134	1,019	1,153	.02		11	354	365		
Other packing house products.....							56	1,477	1,533	.03	
Poultry, game, and fish.....		3	387	390	.01		30	3,712	3,742	.08	
Wool.....		22					2	14,326	14,328	.32	
Hides and leather.....			8	30			38	17,230	17,268	.38	
Other products of animals.....		16,088	6,296	22,384	.51		41,406	11,792	53,198	1.18	
Total products of animals.....		16,397	7,848	24,245	.55		42,740	50,465	93,205	2.05	
Anthracite coal.....		2,217,256	74,756	2,292,012	52.43			892,814	892,814	19.72	
Bituminous coal.....		20	574,349	574,369	13.14			917,165	917,165	20.26	
Coke.....			4,954	4,954	.11			4,649	4,649	.10	
Ores.....			4,939	4,939	.11		450,888	189,068	639,956	14.14	
Stone, sand, and other like articles.....		218,474	81,852	300,326	6.87		345,837	98,718	444,555	9.82	
Other products of mines.....		6,070	1,547	7,617	.17		57	63,327	63,384	1.40	
Total products of mines.....		2,441,820	742,397	3,184,217	72.83		796,782	2,165,741	2,962,523	65.44	
Lumber.....		11,354	65,294	76,648	1.75		4,837	125,377	130,214	2.88	
Other products of forests.....		6,138	3,132	9,270	.21		1,943	18,122	20,065	.44	
Total products of forests.....		17,492	68,426	85,918	1.96		6,780	143,499	150,279	3.32	
Petroleum and other oils.....		1,886	6,296	8,182	.18		73	33,805	33,878	.75	
Sugar.....		37		787	.02		187	1,423	1,610	.04	
Iron, pig and bloom.....		10,949	10,974	21,923	.50		697	47,835	48,532	1.07	
Iron and steel rails.....		1,141	1,430	2,571	.06			15,635	15,635	.34	
Other castings and machinery.....		5,752	10,235	15,987	.37		656	30,205	30,861	.68	
Bar and sheet metal.....		1,867	4,623	6,490	.15		5	66,195	66,200	1.46	
Cement, brick, and lime.....		791,892	114,703	906,595	20.74		2,820	333,153	335,973	7.42	
Agricultural implements.....		16	120	136	.01		9	617	626	.01	
Wagons, carriages, tools, etc.....		28	179	207	.01		49	3,589	3,638	.08	
Wines, liquors, and beers.....		1,082	7,827	8,909	.20		282	4,142	4,424	.10	
Household goods and furniture.....		418	503	921	.02		293	3,504	3,797	.09	
Other manufactures.....		2,294	3,697	5,991	.13		2,960	230,693	233,653	5.16	
Total manufactures.....		817,362	161,337	978,699	22.39		8,031	770,796	778,827	17.20	
Merchandise.....		1,240	5,302	6,542	.15		1,457	124,868	126,325	2.79	
Commodities not specified above.....		25,173	27,059	52,232	1.20		18,552	150,820	169,372	3.76	
Grand total all commodities.....		3,334,068	1,038,106	4,372,174	100.00		884,168	3,643,079	4,527,247	100.00	

TABLE III b: COMMODITIES, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

Commodity	Number of tons originating on road		Number of tons received from connecting carriers	Total freight carried		Number of tons originating on road		Number of tons received from connecting carriers	Total freight carried						
	In New York State	On entire line		Number of tons	Per cent of whole	In New York State	On entire line		Number of tons	Per cent of whole					
21a. Buffalo and Susquehanna Railroad (Rev.'s op.): <sup>1</sup>						22. Ulster and Delaware:									
Grain.....	40	611	2,487	3,098	.25	{	2,223	2,223	9,495	11,718	1.78				
Flour.....		210	4,031	4,241	.34		1,221	1,221	2,414	3,635	.56				
Other mill products.....							3,487	3,487	37,517	41,034	6.24				
Hay.....		454	3,165	2,186	5,351		.43	273	273	3,577	3,850	.59			
Tobacco.....							50	50	104	154	.02				
Fruits and vegetables.....	505	1,181	1,169	2,350	.19	1,709	1,709	1,779	3,488	.53					
Other products of agriculture.....			172	172	.01	249	249	95	344	.05					
Total products of agriculture.....	999	5,167	10,045	15,212	1.22	9,212	9,212	55,011	64,223	9.77					
Live stock.....		659	62	721	.06	2,077	2,077	139	2,216	.34					
Dressed meats.....						282	282	437	719	.10					
Other packing house products.....						712	712	59	771	.12					
Poultry, game, and fish.....			9	9		7	7	85	92	.01					
Wool.....						5	5		5						
Hides and leather.....		4,656	2,772	7,428	.60	313	313	14	327	.05					
Other products of animals.....		877	522	1,399	.11	41,582	41,582	13	41,595	6.33					
Total products of animals.....		6,192	3,365	9,557	.77	44,978	44,978	747	45,725	6.95					
Anthracite coal.....			4,455	4,455	.36	250	250	364,141	364,391	55.43					
Bituminous coal.....		808,042	63	808,105	65.10	1,298	1,298	41,574	42,872	6.52					
Coke.....		146,029	24	146,053	11.77	104	104	105	209	.03					
Ores.....								48	48	.01					
Stone, sand, and other like articles.....	709	1,464	7,575	9,039	.73	852	852	12,172	13,024	1.98					
Other products of mines.....			1,476	1,476	.12	16	16	254	270	.04					
Total products of mines.....	709	955,535	13,593	969,128	78.08	2,520	2,520	418,294	420,814	64.01					
Lumber.....	505	56,585	40,752	97,337	7.84	6,688	6,688	5,939	12,627	1.92					
Other products of forests.....	2,122	48,799	24,803	73,602	5.93	2,868	2,868	1,298	4,166	.63					
Total products of forests.....	2,627	105,384	65,555	170,939	13.77	9,556	9,556	7,237	16,793	2.55					
Petroleum and other oils.....	8,588	9,140	1,735	10,875	.88	348	348	3,688	4,036	.61					
Sugar.....			199	199	.02	680	680	563	1,243	.19					
Naval stores.....		1,222	1,059	2,281	.18										
Iron, pig and bloom.....			2,214	2,214	.18	77	77	164	241	.04					
Iron and steel rails.....		363	1,245	1,608	.13	90	90		90	.01					
Other castings and machinery.....	32	147	568	715	.06	1,095	1,095	3,276	4,371	.67					
Bar and sheet metal.....			18	18		960	960	1,662	2,622	.40					
Cement, brick, and lime.....	46	1,207	7,885	9,092	.73	2,167	2,167	22,691	24,858	3.78					
Agricultural implements.....		14	10	24		49	49	225	274	.04					
Wagons, carriages, tools, etc.....		210	80	290	.02	230	230	392	622	.09					
Wines, liquors, and beers.....		732	245	977	.08	2,616	2,616	620	3,236	.50					
Household goods and furniture.....	67	758	182	940	.08	1,455	1,455	717	2,172	.33					
Other manufactures.....	605	13,129	9,738	22,867	1.84	7,756	7,756	13,774	21,530	3.28					
Total manufactures.....	9,338	26,922	25,178	52,100	4.20	17,523	17,523	47,772	65,295	9.94					
Merchandise.....	1,815	10,631	10,507	21,138	1.70	3,331	3,331	4,758	8,089	1.23					
Commodities not specified above.....	128	2,747	478	3,225	.26	28,447	28,447	8,072	36,519	5.55					
Grand total all commodities.....	15,616	1,112,578	128,721	1,241,299	100.00	115,567	115,567	541,891	657,458	100.00					
21b. Buffalo and Susquehanna Railroad Corporation: <sup>2</sup>						23. New Jersey and New York:									
Grain.....	24	52	2,257	2,309	.25	{	812	8,497	9,309	9,309	2.77				
Flour.....	586	3,654	870	4,524	.50		117	2,426	2,543	2,543	.76				
Other mill products.....								200	4,656	4,856	.53	233	3,047	3,280	.97
Hay.....											219	2,228	2,447	.73	
Tobacco.....		22		22											
Fruits and vegetables.....	1,116	2,257	628	2,885	.32		264	218	482	.14					
Other products of agriculture.....			302	302	.03		113	226	339	.10					
Total products of agriculture.....	1,726	6,185	8,713	14,898	1.63		1,758	16,642	18,400	5.47					
Live stock.....		386	353	739	.08		6	33	39	.01					
Dressed meats.....							72	735	807	.24					
Other packing house products.....			17	17			78	12	90	.03					
Poultry, game, and fish.....							21	9	30	.01					
Hides and leather.....		4,573	3,810	8,383	.92		61		61	.02					
Other products of animals.....	1,034	2,968	2,697	5,665	.62		347	467	814	.24					
Total products of animals.....	1,034	7,927	6,877	14,804	1.62		585	1,256	1,841	.55					
Anthracite coal.....			4,506	4,506	.49			85,933	85,933	25.53					
Bituminous coal.....		501,015	247	501,262	54.85			41,581	41,581	12.35					
Coke.....		164,777	25	164,802	18.03			147	147	.04					
Ores.....							209		209	.06					
Stone, sand, and other like articles.....	437	487	3,902	4,389	.48		53,046	12,381	65,427	19.44					
Other products of mines.....			1,790	1,790	.20		7	249	256	.08					
Total products of mines.....	437	666,279	10,470	676,749	74.05		53,262	140,291	193,553	57.50					
Lumber.....	931	42,204	29,817	72,021	7.88		2,965	11,662	14,627	4.35					
Other products of forests.....	1,635	32,203	36,593	68,796	7.53		1,851	1,129	2,980	.89					
Total products of forests.....	2,566	74,407	66,410	140,817	15.41		4,816	12,791	17,607	5.24					
Petroleum and other oils.....	8,494	8,846	809	9,655	1.06		230	1,013	1,243	.37					
Sugar.....			93	93	.01		32	20	52	.01					
Naval stores.....		713	1,266	1,979	.22		72	19	91	.03					
Iron, pig and bloom.....			39	39			204	321	525	.16					
Iron and steel rails.....	12	717	264	981	.11		62	542	604	.18					
Other castings and machinery.....	119	526	481	1,007	.11		224	737	961	.29					
Bar and sheet metal.....			138	138	.02		127	82	209	.06					
Cement, brick, and lime.....	17	258	5,794	6,052	.66		11,747	10,829	22,576	6.71					
Agricultural implements.....		49	248	297	.03		60		60	.01					
Wagons, carriages, tools, etc.....		52	153	205	.02										
Wines, liquors, and beers.....		717	243	960	.11		165	116	281	.08					
Household goods and furniture.....	26	184	105	289	.03		140	58	198	.06					
Other manufactures.....	257	12,601	8,641	21,242	2.32		4,524	9,930	14,454	4.29					
Total manufactures.....	8,925	24,663	18,274	42,937	4.70		17,587	23,667	41,254	12.25					
Merchandise.....	1,508	9,070	9,188	18,258	2.00		35,466	10,697	46,163	13.71					
Commodities not specified above.....	247	3,854	1,494	5,348	.59		9,596	8,193	17,789	5.28					
Grand total all commodities.....	16,443	792,385	121,426	913,811	100.00		123,070	213,537	336,607	100.00					

<sup>1</sup> Report covers period July 1, 1913, to December 31, 1913; see statement Organization, etc.<sup>2</sup> Report covers period January 1, 1914, to June 30, 1914; see statement Organization, etc.



TABLE III b: COMMODITIES, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

Commodity	Number of tons originating on road		Number of tons received from connecting carriers	Total freight carried		Number of tons originating on road		Number of tons received from connecting carriers	Total freight carried		
	In New York State	On entire line		Number of tons	Per cent of whole	In New York State	On entire line		Number of tons	Per cent of whole	
25b. Buffalo and Susquehanna Railway (Rev'r. s op.):						28. Fonda, Johnstown and Gloversville:					
Grain.....	4,052	4,052	6,772	10,824	1.33	{	243	243	10,866	11,109	3.80
Flour.....	5,294	5,294	6,778	12,072	1.48		1,238	1,238	6,009	7,247	2.48
Other mill products.....	3,629	3,629	233	3,862	.47		1,071	1,071	2,841	3,912	1.34
Hay.....							153	153	684	837	.29
Tobacco.....									109	109	.04
Cotton.....								69	69	.02	
Fruits and vegetables.....	2,027	2,027	406	2,433	.30	1,773	1,773	3,087	4,860	1.67	
Other products of agriculture.....	427	427	97	524	.07	28	28	68	96	.03	
Total products of agriculture.....	15,429	15,429	14,286	29,715	3.65	4,506	4,506	23,733	28,239	9.67	
Live stock.....	899	899	379	1,278	.16	36	36	106	142	.05	
Dressed meats.....						138	138	1,602	1,740	.60	
Other packing house products.....						31	31	233	264	.09	
Poultry, game, and fish.....						28	28	192	220	.08	
Wool.....						111	111	337	448	.15	
Hides and leather.....	27	27	587	614	.08	5,630	5,630	12,310	17,940	6.14	
Other products of animals.....	2,675	2,675	1,153	3,828	.46	712	712	2,156	2,868	.98	
Total products of animals.....	3,601	3,601	2,119	5,720	.70	6,686	6,686	16,936	23,622	8.09	
Anthracite coal.....			9,498	9,498	1.17			79,676	79,676	27.28	
Bituminous coal.....			325,345	325,345	39.91			44,689	44,689	15.30	
Coke.....			256,848	256,848	31.51			127	127	.04	
Stone, sand, and other like articles.....	15,308	15,308	4,599	19,907	2.44	16,298	16,298	558	16,856	5.77	
Other products of mines.....			819	819	.10	104	104	1,016	1,120	.39	
Total products of mines.....	15,308	15,308	597,109	612,417	75.13	16,402	16,402	126,066	142,468	48.78	
Lumber.....	14,409	14,409	30,220	44,629	5.48	7,520	7,520	4,238	11,758	4.03	
Other products of forests.....	14,570	14,570	18,311	32,881	4.03	112	112	420	532	.18	
Total products of forests.....	28,979	28,979	48,531	77,510	9.51	7,632	7,632	4,658	12,290	4.21	
Petroleum and other oils.....	3,464	3,464	673	4,137	.51	412	412	5,744	6,156	2.10	
Sugar.....			115	115	.01	383	383	1,033	1,416	.49	
Naval stores.....	242	242	4,952	5,194	.64						
Iron, pig and bloom.....	2,720	2,720		2,720	.33						
Iron and steel rails.....	2,763	2,763	534	3,297	.41						
Other castings and machinery.....	360	360	556	916	.11	387	387	1,533	1,920	.66	
Bar and sheet metal.....	55	55	52	107	.01	3	3	261	264	.09	
Cement, brick, and lime.....	3,289	3,289	7,786	11,075	1.36	861	861	8,872	9,733	3.33	
Agricultural implements.....	47	47	92	139	.02	6	6	54	60	.02	
Wagons, carriages, tools, etc.....	85	85	646	731	.09	36	36	840	876	.30	
Wines, liquors, and beers.....	116	116		116	.01	510	510	6,334	6,844	2.34	
Household goods and furniture.....	243	243	196	439	.06	317	317	2,416	2,733	.94	
Other manufactures.....	6,499	6,499	11,459	17,958	2.20	3,006	3,006	5,614	8,620	2.95	
Total manufactures.....	19,883	19,883	27,061	46,944	5.76	5,921	5,921	32,701	38,622	13.22	
Merchandise.....	16,073	16,073	7,657	23,730	2.91	11,849	11,849	16,180	28,029	9.60	
Commodities not specified above.....	14,248	14,248	4,834	19,082	2.34	8,271	8,271	10,511	18,782	6.43	
Grand total all commodities.....	113,521	113,521	701,597	815,118	100.00	61,267	61,267	230,785	292,052	100.00	
27. Dunkirk, Allegheny Valley and Pittsburgh:						30. Genesee and Wyoming:					
Grain.....	402	734	9,397	10,131	2.33						
Flour.....	56	501	3,520	4,021	.92						
Other mill products.....	259	424	7,368	7,792	1.79						
Hay.....	2,603	2,669	143	2,812	.65	870	870		870	.17	
Tobacco.....		17	69	86	.02						
Fruits and vegetables.....	5,647	5,917	3,711	9,628	2.21						
Other products of agriculture.....	184	240	612	852	.19	726	726		726	.14	
Total products of agriculture.....	9,159	10,502	24,820	35,322	8.11	1,596	1,596		1,596	.31	
Live stock.....	993	1,064	547	1,611	.37						
Dressed meats.....		2	760	762	.17						
Other packing house products.....	103	745	99	844	.19						
Poultry, game, and fish.....	25	33	165	198	.05						
Wool.....		87	120	207	.05	9	9		9		
Hides and leather.....	32	563	395	958	.22						
Other products of animals.....	1,823	2,108	3,555	5,663	1.30						
Total products of animals.....	2,976	4,602	5,641	10,243	2.35	9	9		9		
Anthracite coal.....	103	2,952	12,766	15,718	3.61			1,331	1,331	.26	
Bituminous coal.....	357	5,306	32,222	37,528	8.62			10,036	10,036	1.96	
Coke.....		52	1,323	1,375	.32						
Stone, sand, and other like articles.....	120	23,604	24,458	48,062	11.04			361	361	.07	
Other products of mines.....	24	61	961	1,022	.23	493,315	493,315		493,315	96.52	
Total products of mines.....	604	31,975	71,730	103,705	23.82	493,315	493,315	11,728	505,043	98.81	
Lumber.....	4,066	20,457	12,640	33,097	7.60			869	869	.17	
Other products of forests.....	123	1,315	1,165	2,480	.57						
Total products of forests.....	4,189	21,772	13,805	35,577	8.17			869	869	.17	
Petroleum and other oils.....	968	81,537	36,107	117,644	27.02						
Sugar.....	116	177	1,736	1,913	.44						
Naval stores.....		1	36	37	.01						
Iron, pig and bloom.....	3	124	4,087	4,211	.97						
Iron and steel rails.....		161	71	232	.05			139	139	.03	
Other castings and machinery.....	120	5,460	2,857	8,317	1.91						
Bar and sheet metal.....	58	640	1,385	2,025	.47						
Cement, brick, and lime.....	532	3,413	23,299	26,712	6.13						
Agricultural implements.....	55	57	52	109	.02						
Wagons, carriages, tools, etc.....	126	240	352	592	.14						
Wines, liquors, and beers.....	3,693	3,928	1,209	5,137	1.18						
Household goods and furniture.....	982	2,569	501	3,070	.70						
Other manufactures.....	9,305	28,703	26,368	55,071	12.65			803	803	.16	
Total manufactures.....	15,958	127,010	98,060	225,070	51.69			942	942	.19	
Merchanlise.....						148	148	2,496	2,644	.52	
Commodities not specified above.....	21,690	22,755	2,751	25,506	5.86						
Grand total all commodities.....	54,576	218,616	216,807	435,423	100.00	495,068	495,068	16,035	511,103	100.00	



TABLE 111 b: COMMODITIES, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

Commodity	Number of tons originating on road		Number of tons received from connecting carriers	Total freight carried		Commodity	Number of tons originating on road		Number of tons received from connecting carriers	Total freight carried	
	In New York State	On entire line		Number of tons	Per cent of whole		In New York State	On entire line		Number of tons	Per cent of whole
31. Lake Champlain and Moriah:						34. Greenwich and Johnsonville (concluded):					
Grain.....			185	185	.03	Live stock.....	467	467	26	493	.28
Other products of agriculture.....			1,255	1,255	.18	Hides and leather.....			1,736	1,736	1.00
Total products of agriculture.....			1,440	1,440	.21	Total products of animals.....	467	467	1,762	2,229	1.28
Anthracite coal.....			12,077	12,077	1.73	Anthracite coal.....			16,531	16,531	9.52
Bituminous coal.....			6,608	6,608	.95	Bituminous coal.....			28,997	28,997	16.69
Coke.....			225	225	.03	Coke.....			106	106	.06
Ores.....	639,073	639,073		639,073	91.76	Other products of mines.....			1,809	1,809	1.04
Stone, sand, and other like articles.....	27,780	27,780		27,780	3.99	Total products of mines.....			47,443	47,443	27.31
Total products of mines.....	666,853	666,853	18,910	685,763	98.46	Lumber.....	756	756	1,244	2,000	1.15
Lumber.....			2,384	2,384	.34	Other products of forests <sup>3</sup> .....	534	534	23,738	24,272	13.97
Other products of forests.....	1,792	1,792		1,792	.26	Total products of forests.....	1,290	1,290	24,982	26,272	15.12
Total products of forests.....	1,792	1,792	2,384	4,177	.60	Petroleum and other oils.....			800	800	.46
Petroleum and other oils.....			189	189	.03	Iron, pig and bloom.....	113	113	233	346	.20
Iron, pig and bloom.....			216	216	.03	Iron and steel rails.....			6	6	....
Iron and steel rails.....			211	211	.03	Other castings and machinery.....	59	59	512	571	.33
Other castings and machinery.....			671	671	.10	Bar and sheet metal.....			127	127	.07
Cement, brick, and lime.....			1,129	1,129	.16	Cement, brick, and lime.....			1,300	1,300	.75
Wines, liquors, and beers.....			1,183	1,183	.17	Agricultural implements.....	162	162	145	307	.18
Household goods and furniture.....			44	44	.01	Wagons, carriages, tools, etc.....			54	54	.03
Other manufactures.....			1,427	1,427	.20	Household goods and furniture.....	25	25	12	37	.02
Total manufactures.....			5,070	5,070	.73	Other manufactures.....	29,744	29,744	40,049	69,793	40.18
Grand total all commodities.....	668,646	668,646	27,805	696,450	100.00	Total manufactures.....	30,103	30,103	43,238	73,341	42.22
32. Connecting Terminal:						Merchandise.....	4,574	4,574	3,870	8,444	4.86
Grain.....			364,860	364,860	71.04	Commodities not specified above.....	6,550	6,550	1,661	8,211	4.73
Flour.....			131,445	131,445	25.59	Grand total all commodities.....	46,341	46,341	127,367	173,708	100.00
Total products of agriculture.....			496,305	496,305	96.63	35. New York and Pennsylvania:					
Bar and sheet metal.....			4,828	4,828	.94	Grain.....	123	245	2,741	2,986	2.33
Merchandise.....			12,469	12,469	2.43	Flour.....	165	330	1,512	1,842	1.44
Grand total all commodities.....			513,602	513,602	100.00	Other mill products.....	331	662	3,026	3,688	2.88
33. Delaware and Northern:						Hay.....	2,445	4,081	10	4,091	3.20
Grain.....			2,512	2,512	2.33	Fruits and vegetables.....	4,252	7,086	313	7,399	5.78
Flour.....			870	870	.81	Other products of agriculture.....	108	215		215	.17
Other mill products.....			12,140	12,140	11.25	Total products of agriculture.....	7,424	12,619	7,602	20,221	15.79
Hay.....	30	30	166	196	.18	Live stock.....	507	1,522	32	1,554	1.21
Tohacco.....			18	18	.01	Wool.....	5	10		10	.01
Fruits and vegetables.....	40	40	525	565	.52	Hides and leather.....	832	920	1,764	2,684	2.10
Other products of agriculture.....	65	65	1,050	1,115	1.03	Other products of animals.....	241	482		482	.37
Total products of agriculture.....	135	135	17,281	17,416	16.15	Total products of animals.....	1,585	2,934	1,796	4,730	3.69
Live stock.....	177	177		177	.16	Anthracite coal.....			895	895	.69
Dressed meats.....			68	68	.06	Bituminous coal.....			16,968	17,001	13.28
Other packing house products.....			161	161	.15	Stone, sand, and other like articles.....	198	790	3,581	4,371	3.41
Poultry, game, and fish.....			10	10	....	Other products of mines.....			4,488	4,488	3.51
Hides and leather.....	28	28	10	38	.04	Total products of mines.....	198	823	25,932	26,755	20.89
Other products of animals.....	502	502	40	542	.50	Lumber.....	4,440	13,319	2,125	15,445	12.06
Total products of animals.....	707	707	289	996	.92	Other products of forests.....	6,739	29,849	5,512	35,360	27.61
Anthracite coal.....			14,561	14,561	13.50	Total products of forests.....	11,179	43,168	7,637	50,805	39.67
Bituminous coal.....			2,363	2,363	2.19	Petroleum and other oils.....	1,141	1,712	392	2,104	1.64
Stone, sand, and other like articles.....	12,149	12,149	110	12,259	11.36	Sugar.....			90	90	.07
Other products of mines.....			173	173	.16	Castings and machinery.....	22	65	67	132	.11
Total products of mines.....	12,149	12,149	17,207	29,356	27.21	Cement, brick, and lime.....	88	176	4,632	4,808	3.75
Lumber.....	6,647	6,647	874	7,521	6.97	Agricultural implements.....	4	8	50	58	.05
Other products of forests.....	28,818	28,818	410	29,228	27.10	Wines, liquors, and beers.....	2	8	122	130	.10
Total products of forests.....	35,465	35,465	1,284	36,749	34.07	Household goods and furniture.....	57	113	96	209	.16
Petroleum and other oils.....			449	449	.42	Other manufactures.....	1,396	8,822	1,921	10,743	8.39
Sugar.....			151	151	.14	Total manufactures.....	2,710	10,904	7,370	18,274	14.27
Iron, pig and bloom.....			19	19	.01	Merchandise.....	366	1,096	3,361	4,457	3.48
Iron and steel rails.....			50	50	.05	Commodities not specified above.....	455	1,363	1,448	2,811	2.20
Other castings and machinery.....	295	295	286	581	.54	Grand total all commodities.....	23,917	72,907	55,146	128,053	100.00
Bar and sheet metal.....			75	75	.07	36b. Central New York Southern R.R. Corp.:					
Cement, brick, and lime.....	20	20	1,084	1,104	1.02	Grain.....	302	302	326	628	5.34
Agricultural implements.....			131	131	.12	Flour.....	105	105	1	106	.90
Wagons, carriages, tools, etc.....	53	53	152	205	.19	Other mill products.....	353	353	8	361	3.07
Wines, liquors, and beers.....			476	476	.44	Hay.....	2,541	2,541		2,541	21.62
Household goods and furniture.....	168	168	139	307	.28	Tohacco.....	3	3	2	5	.04
Other manufactures.....	12,975	12,975	3,594	16,569	15.36	Fruits and vegetables.....	36	36	4	40	.34
Total manufactures.....	13,511	13,511	6,606	20,117	18.65	Other products of agriculture.....	66	66	2	68	.58
Merchandise.....			272	272	.25	Total products of agriculture.....	3,406	3,406	343	3,749	31.90
Commodities not specified above.....	1,222	1,222	1,735	2,957	2.74	Live stock.....	69	69	76	145	1.23
Grand total all commodities.....	63,189	63,189	44,674	107,863	100.00	Dressed meats.....	22	22	2	24	.20
34. Greenwich and Johnsonville:						Poultry, game, and fish.....	3	3		3	.03
Grain.....	44	44	1,560	1,604	.92	Hides and leather.....	1	1		1	.01
Flour.....	40	40	422	462	.27	Other products of animals.....	154	154		154	1.31
Other mill products.....	61	61	2,291	2,352	1.35	Total products of animals.....	249	249	78	327	2.78
Hay.....	1,459	1,459	102	1,561	.90	Anthracite coal.....	1,326	1,326		1,326	11.28
Fruits and vegetables.....	1,753	1,753	36	1,789	1.03	Bituminous coal.....	491	491		491	4.18
Total products of agriculture.....	3,357	3,357	4,411	7,768	4.47	Ores.....	11	11		11	.10
						Stone, sand, and other like articles.....	635	635	10	645	5.49
						Other products of mines.....	85	85		85	.72
						Total products of mines.....	2,548	2,548	10	2,558	21.76

\* Pulp wood.

\* Report covers period April 1, 1914, to June 30, 1914; see statement Organization, etc.



TABLE III b: COMMODITIES, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

Commodity	Number of tons originating on road		Number of tons received from connect- ing carriers	Total freight carried		Commodity	Number of tons originating on road		Number of tons received from connect- ing carriers	Total freight carried	
	In New York State	On entire line		Num- ber of tons	Per cent of whole		In New York State	On entire line		Num- ber of tons	Per cent of whole
36b. Central New York Southern R.R. Corp. (concluded):						39. Middletown and Unionville (concluded):					
Lumber.....	232	232	79	311	2.65	Merchandise.....	111	111	188	299	1.03
Other products of forests.....	555	555	151	706	6.01	Commodities not specified above.....	272	272	382	654	2.25
Total products of forests.....	787	787	230	1,017	8.65	Grand total all commodities.....	17,091	17,091	11,962	29,053	100.00
Petroleum and other oils.....	68	68	43	111	.94	41. United States and Canada					
Sugar.....	42	42	3	45	.38	Grain.....	11	11	252	252	.06
Iron and steel rails.....	988	988	70	1,058	9.00	Flour.....	11	11	677	688	.16
Other castings and machinery.....	305	305	43	348	2.96	Other mill products.....	.....	.....	517	517	.12
Cement, brick, and lime.....	767	767	26	793	6.75	Hay.....	364	1,556	.....	1,556	.37
Agricultural implements.....	16	16	.....	16	.14	Other products of agriculture.....	.....	44	12	56	.01
Wagons, carriages, tools, etc.....	26	26	6	32	.27	Total products of agriculture.....	375	1,611	1,458	3,069	.72
Wines, liquors, and beers.....	15	15	1	16	.14	Live stock.....	301	1,459	11	1,470	.34
Household goods and furniture.....	40	40	9	49	.42	Dressed meats.....	.....	.....	10	10	.....
Other manufactures.....	1,298	1,298	191	1,489	12.67	Hides and leather.....	.....	1	.....	1	.....
Total manufactures.....	3,565	3,565	392	3,957	33.67	Other products of animals.....	.....	67	.....	67	.02
Merchandise.....	44	44	15	59	.50	Total products of animals.....	301	1,527	21	1,548	.36
Commodities not specified above.....	71	71	15	86	.73	Anthracite coal.....	.....	.....	50,855	50,855	11.95
Grand total all commodities.....	10,670	10,670	1,083	11,753	100.00	Bituminous coal.....	.....	.....	237,794	237,794	55.87
37. Norwood and St. Lawrence:						Coke.....	.....	.....	528	528	.12
Other mill products.....	1,145	1,145	2,120	3,265	1.59	Ores.....	.....	990	.....	990	.23
Hay.....	190	190	.....	190	.10	Stone, sand, and other like articles.....	.....	.....	689	689	.16
Fruits and vegetables.....	.....	.....	17	17	.....	Other products of mines.....	.....	.....	716	716	.17
Total products of agriculture.....	1,335	1,335	2,137	3,472	1.69	Total products of mines.....	.....	990	290,582	291,572	68.50
Live stock.....	371	371	.....	371	.18	Lumber.....	53	53	8,854	8,907	2.09
Other products of animals.....	.....	.....	563	563	.27	Other products of forests.....	.....	.....	107,839	107,839	25.34
Total products of animals.....	371	371	563	934	.45	Total products of forests.....	53	53	116,693	116,746	27.43
Anthracite coal.....	.....	.....	2,448	2,448	1.19	Petroleum and other oils.....	.....	.....	573	573	.14
Bituminous coal.....	.....	.....	42,186	42,186	20.62	Iron, pig and bloom.....	.....	.....	16	16	.....
Stone, sand, and other like articles.....	.....	.....	689	689	.34	Castings and machinery.....	30	30	26	56	.01
Other products of mines.....	73	73	2,091	2,164	1.06	Cement, brick, and lime.....	25	25	413	438	.10
Total products of mines.....	73	73	47,414	47,487	23.21	Agricultural implements.....	.....	.....	246	246	.06
Lumber.....	89	89	701	790	.39	Wagons, carriages, tools, etc.....	.....	.....	28	28	.01
Other products of forests.....	29,310	29,310	58,867	88,177	43.09	Wines, liquors, and beers.....	.....	.....	10	10	.....
Total products of forests.....	29,399	29,399	59,568	88,967	43.48	Other manufactures.....	.....	.....	5,800	5,800	1.36
Petroleum and other oils.....	.....	.....	109	109	.05	Total manufactures.....	55	55	7,112	7,167	1.68
Sugar.....	.....	.....	62	62	.03	Merchandise.....	338	338	1,170	1,508	.36
Iron and steel rails.....	27	27	.....	27	.01	Commodities not specified above.....	205	205	3,845	4,050	.95
Other castings and machinery.....	332	332	287	619	.30	Grand total all commodities.....	1,327	4,779	420,881	425,660	100.00
Cement, brick, and lime.....	20	20	1,797	1,817	.89	43. Cooperstown and Charlotte Valley:					
Household goods and furniture.....	18	18	20	38	.02	Grain.....	28	28	1,893	1,921	4.14
Other manufactures.....	.....	.....	488	488	.24	Flour.....	.....	.....	189	189	.41
Total manufactures.....	397	397	2,763	3,160	1.54	Other mill products.....	19	19	3,365	3,384	7.28
Merchandise.....	5,281	5,281	1,967	7,248	3.56	Hay.....	128	128	13	141	.30
Commodities not specified above.....	53,339	53,339	.....	53,339	26.07	Fruits and vegetables.....	209	209	125	334	.72
Grand total all commodities.....	90,195	90,195	114,412	204,607	100.00	Total products of agriculture.....	384	384	5,585	5,969	12.85
39. Middletown and Unionville: *						Live stock.....	459	459	321	780	1.68
Grain.....	42	42	310	352	1.21	Other packing house products.....	20	20	.....	20	.04
Flour.....	78	78	210	288	.99	Total products of animals.....	479	479	321	800	1.72
Other mill products.....	263	263	7,031	7,294	25.11	Anthracite coal.....	.....	.....	15,127	15,127	32.56
Hay.....	26	26	3	29	.10	Bituminous coal.....	.....	.....	3,077	3,077	6.62
Tobacco.....	39	39	2	41	.14	Stone, sand, and other like articles.....	225	225	2,073	2,298	4.95
Fruits and vegetables.....	320	320	113	433	1.49	Total products of mines.....	225	225	20,277	20,502	44.13
Other products of agriculture.....	186	186	39	225	.77	Lumber.....	1,306	1,306	1,268	2,574	5.54
Total products of agriculture.....	954	954	7,708	8,662	29.81	Petroleum and other oils.....	.....	.....	781	781	1.68
Live stock.....	823	823	208	1,031	3.55	Sugar.....	.....	.....	78	78	.17
Dressed meats.....	92	92	1	93	.32	Castings and machinery.....	35	35	106	141	.30
Other packing house products.....	30	30	1	31	.11	Cement, brick, and lime.....	.....	.....	1,606	1,606	3.46
Poultry, game, and fish.....	2	2	2	4	.01	Wagons, carriages, tools, etc.....	7	7	75	82	.18
Other products of animals.....	13,490	13,490	6	13,496	46.45	Wines, liquors, and beers.....	.....	.....	87	87	.19
Total products of animals.....	14,437	14,437	218	14,655	50.44	Household goods and furniture.....	60	60	87	147	.31
Anthracite coal.....	.....	.....	602	602	2.07	Other manufactures.....	188	188	1,215	1,403	3.02
Bituminous coal.....	.....	.....	1,495	1,495	5.15	Total manufactures.....	290	290	4,035	4,325	9.31
Stone, sand, and other like articles.....	144	144	.....	144	.50	Merchandise.....	2,895	2,895	4,216	7,111	15.30
Other products of mines.....	5	5	.....	5	.02	Commodities not specified above.....	3,291	3,291	1,887	5,178	11.15
Total products of mines.....	149	149	2,097	2,246	7.73	Grand total all commodities.....	8,870	8,870	37,589	46,459	100.00
Lumber.....	22	22	358	380	1.31	45. Lowville and Beaver River:					
Other products of forests.....	322	322	69	391	1.35	Grain.....	171	171	3,659	3,830	8.34
Total products of forests.....	344	344	427	771	2.65	Flour.....	18	18	377	395	.86
Petroleum and other oils.....	16	16	23	39	.13	Tobacco.....	.....	.....	15	15	.04
Sugar.....	33	33	53	86	.30	Fruits and vegetables.....	38	38	165	203	.44
Iron, pig and bloom.....	.....	.....	7	7	.02	Total products of agriculture.....	227	227	4,216	4,443	9.68
Iron and steel rails.....	.....	.....	107	107	.37	Live stock.....	67	67	.....	67	.14
Other castings and machinery.....	18	18	109	127	.44	Dressed meats.....	5	5	.....	5	.01
Bar and sheet metal.....	10	10	13	23	.08	Other packing house products.....	.....	.....	74	74	.16
Cement, brick, and lime.....	33	33	309	342	1.18	Hides and leather.....	.....	.....	12	16	.05
Agricultural implements.....	26	26	10	36	.12	Other products of animals.....	313	313	3	316	.69
Wagons, carriages, tools, etc.....	16	16	31	47	.16	Total products of animals.....	389	389	89	478	1.05
Wines, liquors, and beers.....	153	153	.....	153	.53						
Household goods and furniture.....	103	103	34	137	.47						
Other manufactures.....	416	416	246	662	2.28						
Total manufactures.....	824	824	942	1,766	6.08						

\* Report covers period December 1, 1913, to June 30, 1914; see statement Organization, etc.



TABLE III b: COMMODITIES, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

Commo- lity	Number of tons originating on road		Number of tons received from connect- ing carriers	Total freight carried		Commodity	Number of tons originating on road		Number of tons received from connect- ing carriers	Total freight carried	
	In New York State	On entire line		Num- ber of tons	Per cent of whole		In New York State	On entire line		Num- ber of tons	Per cent of whole
45. Lowville and Beaver River (concluded):						48. Bath and Hammondsport:					
Anthracite coal.....	9	9	1,456	1,465	3.19	Grain.....			173	173	.62
Bituminous coal.....	45	45	7,496	7,541	16.43	Flour.....			20	20	.07
Stone, sand, and other like articles	2,000	2,000		2,000	4.36	Other mill products.....		205	521	726	2.60
Other products of mines.....	8	8	88	96	.21	Hay.....			22	22	.08
Total products of mines.....	2,062	2,062	9,040	11,102	24.19	Fruits and vegetables.....			22	22	.08
Lumber.....	788	788	381	1,169	2.55	Total products of agriculture.....		205	758	963	3.45
Other products of forests.....	3,952	3,952	4,722	8,674	18.89	Anthracite coal.....			2,802	2,802	10.04
Total products of forests.....	4,740	4,740	5,103	9,843	21.44	Bituminous coal.....			2,588	2,588	9.27
Petroleum and other oils.....	5	5	91	96	.21	Stone, sand, and other like articles			51	51	.18
Sugar.....			95	95	.21	Other products of mines.....			51	51	.18
Castings and machinery.....	32	32	2,312	2,344	5.11	Total products of mines.....			5,492	5,492	19.67
Cement, brick, and lime.....	179	179	2,547	2,726	5.94	Lumber.....			643	643	2.30
Wines, liquors, and beers.....	146	146	363	509	1.11	Petroleum and other oils.....			26	26	.08
Household goods and furniture.....	75	75	227	302	.65	Sugar.....			265	265	.95
Other manufactures.....	10,195	10,195	2,690	12,885	28.07	Cement, brick, and lime.....			761	761	2.73
Total manufactures.....	10,632	10,632	8,325	18,957	41.30	Wines, liquors, and beers.....		2,125	1,027	3,152	11.29
Merchandise.....	128	128	372	500	1.08	Other manufactures.....			84	84	.30
Commodities not specified above.....	271	271	308	579	1.26	Total manufactures.....		2,125	2,163	4,289	15.35
Grand total all commodities.....	18,449	18,449	27,453	45,902	100.00	Merchandise.....		2,587	3,196	5,783	20.71
46. Buffalo, Attica and Arcade:						Commodities not specified above.....		3,514	7,241	10,755	38.52
Grain.....	269	269	392	661	1.38	Grand total all commodities.....		8,431	19,493	27,924	100.00
Other mill products.....	1,341	1,341	2,931	4,272	8.93	50. Raquette Lake:					
Hay.....	6,815	6,815		6,815	14.24	Grain.....	7	7	197	204	1.15
Fruits and vegetables.....	4,904	4,904	10	4,914	10.27	Flour.....			120	120	.68
Total products of agriculture.....	13,329	13,329	3,333	16,662	34.82	Other mill products.....	22	22	86	108	.61
Live stock.....	314	314	60	374	.78	Hay.....	45	45	418	463	2.61
Other products of animals.....	1,761	1,761	274	2,035	4.25	Tobacco.....			3	3	.02
Total products of animals.....	2,075	2,075	334	2,409	5.03	Fruits and vegetables.....	12	12	150	162	.91
Anthracite coal.....			3,017	3,017	6.30	Total products of agriculture.....	86	86	974	1,060	5.99
Bituminous coal.....			4,895	4,895	10.23	Dressed meats.....			6	6	.03
Coke.....			187	187	.39	Other packing house products.....	3	3	25	28	.16
Stone, sand, and other like articles	173	173	221	394	.82	Poultry, game, and fish.....			1	1	.01
Other products of mines.....	41	41	509	550	1.15	Wool.....			5	5	.03
Total products of mines.....	214	214	8,829	9,043	18.90	Other products of animals.....			48	48	.27
Lumber.....	1,977	1,977	1,432	3,409	7.12	Total products of animals.....	3	3	85	88	.50
Other products of forests.....	1,435	1,435		1,435	3.00	Anthracite coal.....			1,041	1,041	5.88
Total products of forests.....	3,412	3,412	1,432	4,844	10.12	Bituminous coal.....			534	534	3.02
Petroleum and other oils.....			14	14	.03	Stone, sand, and other like articles			2	2	.01
Iron, pig and bloom.....			329	329	.69	Other products of mines.....			13	13	.07
Castings and machinery.....			128	383	.80	Total products of mines.....			1,590	1,590	8.98
Bar and sheet metal.....	255	255	39	39	.08	Lumber.....	67	67	632	699	3.95
Cement, brick, and lime.....			754	754	1.58	Other products of forests.....	53	53	48	101	.57
Agricultural implements.....	12	12	60	72	.15	Total products of forests.....	120	120	680	800	4.52
Wagons, carriages, tools, etc.....			71	71	.15	Petroleum and other oils.....	68	68	174	242	1.37
Household goods and furniture.....	94	94	52	146	.31	Sugar.....			18	18	.10
Other manufactures.....	242	242	77	319	.67	Naval stores.....	6	6	4	10	.06
Total manufactures.....	603	603	1,524	2,127	4.44	Castings and machinery.....	86	86	172	258	1.46
Merchandise.....	5,033	5,033	5,465	10,498	21.94	Bar and sheet metal.....			3	3	.02
Commodities not specified above.....	214	214	2,059	2,273	4.75	Cement, brick, and lime.....			250	250	1.41
Grand total all commodities.....	24,880	24,880	22,976	47,856	100.00	Agricultural implements.....			1	1	.01
47. Dansville and Mount Morris:						Wagons, carriages, tools, etc.....	11	11	6	17	.10
Grain.....	524	524	551	1,075	2.26	Wines, liquors, and beers.....	4	4	108	112	.63
Flour.....	140	140	224	364	.77	Household goods and furniture.....	9	9	56	65	.37
Other mill products.....	76	76	564	640	1.35	Other manufactures.....	47	47	350	397	2.24
Hay.....	2,386	2,386	23	2,409	5.08	Total manufactures.....	231	231	1,142	1,373	7.75
Fruits and vegetables.....	1,168	1,168	23	1,191	2.51	Commodities not specified above.....	12,659	12,659	137	12,796	72.26
Other products of agriculture.....	3,062	3,062	447	3,509	7.40	Grand total all commodities.....	13,099	13,099	4,608	17,707	100.00
Total products of agriculture.....	7,356	7,356	1,832	9,188	19.37	51. Sterling Mountain:					
Anthracite coal.....			7,942	7,942	16.73	Anthracite coal.....	108,330	108,330	2,635	2,635	2.34
Bituminous coal.....			9,258	9,258	19.51	Ores.....				108,330	96.37
Coke.....			611	611	1.29	Total products of mines.....	108,330	108,330	2,635	110,965	98.71
Stone, sand, and other like articles			2,900	2,900	6.12	Merchandise.....	1,443	1,443		1,443	1.28
Total products of mines.....			20,711	20,711	43.65	Grand total all commodities.....	109,773	109,773	2,635	112,408	100.00
Lumber.....	321	321	1,196	1,517	3.20	52. Schoharie Valley:					
Petroleum and other oils.....			152	152	.32	Flour.....			780	780	2.00
Iron, pig and bloom.....			1,891	1,891	3.99	Hay.....		1,700	252	1,952	5.00
Castings and machinery.....	2,074	2,074	50	2,124	4.48	Fruits and vegetables.....		600	181	781	2.00
Bar and sheet metal.....			456	456	.96	Other products of agriculture.....		2,513	1,000	3,513	9.00
Cement, brick, and lime.....			2,122	2,122	4.47	Total products of agriculture.....		4,813	2,213	7,026	18.00
Wagons, carriages, tools, etc.....	46	46	23	69	.14	Hides and leather.....		391		391	1.00
Wines, liquors, and beers.....			1,269	1,269	2.68	Other products of animals.....		210	181	391	1.00
Other manufactures.....	692	692	661	1,353	2.85	Total products of animals.....		601	181	782	2.00
Total manufactures.....	2,812	2,812	6,624	9,436	19.89	Anthracite coal.....			3,123	3,123	8.00
Merchandise.....			2,285	2,285	4.81	Bituminous coal.....			390	390	1.00
Commodities not specified above.....	1,466	1,466	2,839	4,305	9.08	Stone, sand, and other like articles		14,832		14,832	38.00
Grand total all commodities.....	11,955	11,955	35,487	47,442	100.00	Total products of mines.....		14,832	3,513	18,345	47.00



TABLE 111 b: COMMODITIES, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

Commodity	Number of tons originating on road		Number of tons received from connect- ing carriers	Total freight carried		Commodity	Number of tons originating on road		Number of tons received from connect- ing carriers	Total freight carried	
	In New York State	On entire line		Num- ber of tons	Per cent of whole		In New York State	On entire line		Num- ber of tons	Per cent of whole
52. Schoharie Valley (concluded):						55. Carthage and Copenhagen (concluded):					
Lumber.....	1,171		1,561	2,732	7.00	Live stock.....	520	520	10	530	3.92
Other products of forests.....	180		210	390	1.00	Other products of animals.....	2,135	2,135		2,135	15.79
Total products of forests.....	1,351		1,771	3,122	8.00	Total products of animals.....	2,655	2,655	10	2,665	19.71
Petroleum and other oils.....			1,170	1,170	3.00	Anthracite coal.....			1,364	1,364	10.09
Sugar.....			781	781	2.00	Bituminous coal.....			1,089	1,089	8.05
Agricultural implements.....			781	781	2.00	Stone, sand, and other like articles.....			262	262	1.94
Wines, liquors, and beers.....			781	781	2.00	Other products of mines.....			2,715	2,715	20.08
Other manufactures.....	100		290	390	1.00	Total products of mines.....			2,715	2,715	20.08
Total manufactures.....	100		3,803	3,903	10.00	Lumber.....	405	405	132	537	3.97
Merchandise.....	1,850		4,005	5,855	15.00	Other products of forests.....	422	422		422	3.12
Grand total all commodities.....	23,547		15,486	39,033	100.00	Total products of forests.....	827	827	132	959	7.09
53. Marcellus and Otisco Lake:						Petroleum and other oils.....			321	321	2.37
Grain.....	145		3,602	3,747	7.04	Sugar.....	45	45	47	92	.69
Flour.....	38		704	742	1.39	Cement, brick, and lime.....			722	722	5.34
Other mill products.....	2,586			2,586	4.86	Wagons, carriages, tools, etc.....			85	85	.63
Hay.....	3,182			3,182	5.98	Household goods and furniture.....	26	26	32	58	.43
Fruits and vegetables.....	5,944		257	6,201	11.66	Other manufactures.....			779	779	5.76
Other products of agriculture.....	36			36	.07	Total manufactures.....	71	71	1,986	2,057	15.21
Total products of agriculture.....	11,931		4,563	16,494	31.00	Merchandise.....	199	199	1,365	1,564	11.57
Live stock.....	35		207	242	.45	Commodities not specified above.....	14	14		14	.10
Wool.....	28		457	485	.91	Grand total all commodities.....	3,788	3,788	9,732	13,520	100.00
Other products of animals.....			1,202	1,202	2.25	57. Kanona and Prattsburgh:					
Total products of animals.....	63		1,866	1,929	3.62	Grain.....	369	369	541	910	5.02
Anthracite coal.....			14,290	14,290	26.86	Flour.....	104	104	182	286	1.58
Bituminous coal.....						4	4	10	14	.08	
Stone, sand, and other like articles.....	54		4,727	4,781	8.98	Hay.....	5,126	5,126		5,126	28.28
Total products of mines.....	54		19,017	19,071	35.85	Fruits and vegetables.....	3,318	3,318		3,318	18.30
Lumber.....			1,530	1,530	2.88	Other products of agriculture.....	209	209	270	479	2.64
Other products of forests.....	44		4,193	4,237	7.96	Total products of agriculture.....	9,130	9,130	1,003	10,133	55.90
Total products of forests.....	44		5,723	5,767	10.84	Live stock.....	324	324		324	1.79
Petroleum and other oils.....			193	193	.36	Wool.....	19	19		19	.10
Sugar.....			19	19	.04	Hides and leather.....	8	8		8	.04
Castings and machinery.....	5		46	51	.10	Other products of animals.....			1,090	1,090	6.01
Cement, brick, and lime.....			2,931	2,931	5.51	Total products of animals.....	351	351	1,090	1,441	7.94
Agricultural implements.....			28	28	.05	Anthracite coal.....			1,588	1,588	8.76
Household goods and furniture.....	19		9	28	.05	Bituminous coal.....			1,545	1,545	8.52
Other manufactures.....	1,180		503	1,683	3.16	Other products of mines.....			45	45	.25
Total manufactures.....	1,204		3,729	4,933	9.27	Total products of mines.....			3,178	3,178	17.53
Merchandise.....	700		1,139	1,839	3.46	Lumber.....	692	692	180	872	4.82
Commodities not specified above.....	156		3,007	3,163	5.95	Other products of forests.....	141	141	51	192	1.06
Grand total all commodities.....	14,152		39,044	53,196	100.00	Total products of forests.....	833	833	231	1,064	5.88
54. Adirondack and St. Lawrence:						Petroleum and other oils.....			285	285	1.57
Grain.....			106	106	.14	Sugar.....			100	100	.55
Flour.....			146	146	.19	Castings and machinery.....	10	10	138	148	.82
Other mill products.....	4	4	1,908	1,912	2.53	Cement, brick, and lime.....			536	536	2.96
Hay.....	201	201		201	.27	Agricultural implements.....	7	7	51	58	.32
Fruits and vegetables.....			22	22	.03	Household goods and furniture.....	46	46	39	85	.47
Other products of agriculture.....			221	221	.29	Other manufactures.....	1	1	225	226	1.25
Total products of agriculture.....	205	205	2,403	2,608	3.45	Total manufactures.....	64	64	1,374	1,438	7.93
Products of animals.....	1,121	1,121		1,121	1.49	Merchandise.....	202	202	532	734	4.05
Bituminous coal.....			3,549	3,549	4.70	Commodities not specified above.....	15	15	124	139	.77
Ores.....	62,453	62,453	249	62,702	82.96	Grand total all commodities.....	10,595	10,595	7,532	18,127	100.00
Other products of mines.....			76	76	.10	58. Champlain and St. Lawrence:					
Total products of mines.....	62,453	62,453	3,874	66,327	87.76	Grain.....			291	291	.04
Lumber.....	268	268	459	727	.96	Other mill products.....			268	268	.03
Petroleum and other oils.....			12	12	.02	Hay.....			2,484	2,484	.32
Sugar.....	31	31	430	461	.61	Tobacco.....			895	895	.11
Naval stores.....			66	66	.09	Fruits and vegetables.....			33,080	33,080	4.22
Iron, pig and bloom.....	58	58	25	83	.10	Total products of agriculture.....			37,018	37,018	4.72
Iron and steel rails.....			21	21	.03	Live stock.....			826	826	.11
Other castings and machinery.....	5	5	52	57	.07	Dressed meats.....			1,002	1,002	.13
Cement, brick, and lime.....			542	542	.72	Poultry, game, and fish.....			490	490	.06
Agricultural implements.....			26	26	.04	Hides and leather.....			1,178	1,178	.15
Wagons, carriages, tools, etc.....			8	8	.01	Total products of animals.....			3,496	3,496	.45
Household goods and furniture.....	7	7	14	21	.03	Anthracite coal.....			361,549	361,549	46.19
Other manufactures.....	484	484	864	1,348	1.78	Bituminous coal.....			38,816	38,816	4.96
Total manufactures.....	585	585	2,060	2,645	3.50	Coke.....			1,897	1,897	.24
Commodities not specified above.....	325	325	1,823	2,148	2.84	Ores.....			1,383	1,383	.18
Grand total all commodities.....	64,957	64,957	10,619	75,576	100.00	Stone, sand, and other like articles.....			27,983	27,983	3.57
55. Carthage and Copenhagen:						Total products of mines.....			431,628	431,628	55.14
Grain.....			761	761	5.63	Lumber.....			59,865	59,865	7.65
Other mill products.....			2,734	2,734	20.22	Other products of forests.....			123,887	123,887	15.82
Hay.....	22	22		22	.16	Total products of forests.....			183,752	183,752	23.47
Other products of agriculture.....			29	29	.21						
Total products of agriculture.....	22	22	3,524	3,546	26.23						

\* Includes salt, amounts not stated.

TABLE III b: COMMODITIES, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (concluded)

Commodity	Number of tons originating on road		Number of tons received from connecting carriers	Total freight carried		Commodity	Number of tons originating on road		Number of tons received from connecting carriers	Total freight carried	
	In New York State	On entire line		Number of tons	Per cent of whole		In New York State	On entire line		Number of tons	Per cent of whole
58. Champlain and St. Lawrence (concluded):						61. Keeseville, A. C. and L. C. (concluded):					
Petroleum and other oils.....			6,874	6,874	.88	Anthracite coal.....			2,095	2,095	17.13
Sugar.....			5,770	5,770	.74	Bituminous coal.....			1,135	1,135	9.28
Iron and steel rails.....			28	28		Total products of mines.....			3,230	3,230	26.41
Other castings and machinery.....			9,417	9,417	1.20	Lumber.....	848	848	1,015	1,863	15.23
Cement, brick, and lime.....			7,084	7,084	.91	Petroleum and other oils.....	19	19	880	905	7.40
Household goods and furniture.....			69	69	.01	Bar and sheet metal.....	1,682	1,682	89	89	.73
Other manufactures.....			47,649	47,649	6.08	Other manufactures.....			1,444	3,126	25.56
Total manufactures.....			76,891	76,891	9.82	Total manufactures.....	1,701	1,701	2,419	4,120	33.69
Merchandise.....			3,953	3,953	.51	Merchandise.....	1	1	347	348	2.84
Commodities not specified above.....	2		46,089	46,091	5.89	Commodities not specified above.....	181	181	937	1,118	9.14
Grand total all commodities.....		2	782,827	782,829	100.00	Grand total all commodities.....	3,103	3,103	9,127	12,230	100.00
59. Glenfield and Western:						63. Fulton Chain:					
Grain.....	542	542		542	1.91	Flour.....	22	22	1	23	.05
Hay.....	80	80		80	.28	Fruits and vegetables.....	4	4	124	128	.28
Total products of agriculture.....	622	622		622	2.19	Total products of agriculture.....	26	26	125	151	.33
Anthracite coal.....			320	320	1.13	Dressed meats.....	1	1	242	243	.54
Bituminous coal.....			100	100	.35	Other packing house products.....	1	1		1	
Stone, sand, and other like articles.....	220	220		220	.78	Poultry, game, and fish.....	1	1		1	
Total products of mines.....	220	220	420	640	2.26	Total products of animals.....	3	3	242	245	.54
Lumber.....	220	220		220	.78	Anthracite coal.....			14	14	.03
Other products of forests.....	26,720	26,720		26,720	94.28	Bituminous coal.....			757	757	1.67
Total products of forests.....	26,940	26,940		26,940	95.06	Stone, sand, and other like articles.....			85	85	.19
Castings and machinery.....			60	60	.21	Total products of mines.....			856	856	1.89
Cement, brick, and lime.....			60	60	.21	Lumber.....	8,195	8,195	12	8,207	18.13
Household goods and furniture.....	20	20		20	.07	Petroleum and other oils.....	114	114	162	276	.61
Total manufactures.....	20	20	120	140	.49	Sugar.....			13	13	.03
Grand total all commodities.....	27,802	27,802	540	28,342	100.00	Castings and machinery.....	28	28	40	68	.15
60. Middleburgh & Schoharie:						Bar and sheet metal.....	1	1		1	
Grain.....			1,400	1,400	8.61	Cement, brick, and lime.....	25	25	89	114	.25
Flour.....			1,300	1,300	8.00	Wines, liquors, and beers.....	8	8	90	98	.22
Hay.....	360		360	360	2.21	Household goods and furniture.....			11	11	.03
Tobacco.....			10	10	.06	Other manufactures.....	66	66	121	187	.41
Fruits and vegetables.....	900		900	900	5.54	Total manufactures.....	242	242	526	768	1.70
Other products of agriculture.....	700		700	700	4.31	Commodities not specified above.....	34,941	34,941	93	35,034	77.41
Total products of agriculture.....	1,960	2,710	4,670	28.73	Grand total all commodities.....	43,407	43,407	1,854	45,261	100.00	
Dressed meats.....			15	15	.09	64. Dexter and Northern:					
Other packing house products.....			8	8	.05	Flour.....			60	60	.07
Poultry, game, and fish.....	30	6	36	36	.22	Bituminous coal.....			15,240	15,240	18.65
Wool.....	50		50	50	.31	Stone, sand, and other like articles.....			245	245	.30
Other products of animals.....	20		20	20	.12	Other products of mines.....			1,020	1,020	1.25
Total products of animals.....	100	29	129	.79	Total products of mines.....			16,505	16,505	20.20	
Anthracite coal.....			3,600	2,600	22.15	Lumber.....			40	40	.05
Bituminous coal.....			600	600	3.69	Other products of forests.....			37,900	37,900	46.38
Stone, sand, and other like articles.....			450	450	2.77	Total products of forests.....			37,940	37,940	46.43
Other products of mines.....			200	200	1.23	Naval stores.....			140	140	.17
Total products of mines.....		4,850	4,850	29.84	Castings and machinery.....			75	75	.09	
Lumber.....	4,300		4,300	26.46	Cement, brick, and lime.....			275	275	.34	
Petroleum and other oils.....			5	5	.03	Other manufactures.....	26,377	26,377		26,377	32.28
Sugar.....			100	100	.62	Total manufactures.....	26,377	26,377	490	26,867	32.88
Iron and steel rails.....			100	100	.62	Merchandise.....			340	340	.42
Other castings and machinery.....			80	80	.49	Grand total all commodities.....	26,377	26,377	55,335	81,712	100.00
Cement, brick, and lime.....			300	300	1.85	66. Cranberry Lake:					
Agricultural implements.....			150	150	.92	Grain.....			40	40	.82
Wagons, carriages, tools, etc.....			90	90	.55	Hay.....			100	100	2.04
Wines, liquors, and beers.....			180	180	1.11	Total products of agriculture.....			140	140	2.86
Household goods and furniture.....			300	300	1.85	Anthracite coal.....			40	40	.82
Total manufactures.....		1,305	1,305	8.03	Products of forests.....	3,800	3,800		3,800	77.47	
Merchandise.....	1,000		1,000	6.15	Iron and steel rails.....			80	80	1.64	
Grand total all commodities.....	7,360	8,894	16,254	100.00	Household goods and furniture.....			10	10	.20	
61. Keeseville, Ausable Chasm and Lake C.:						Total manufactures.....			90	90	1.84
Grain.....	1	1	149	150	1.23	Merchandise.....			835	835	17.02
Flour.....	14	14	257	271	2.22	Grand total all commodities.....	3,800	3,800	1,105	4,905	100.00
Other mill products.....	4	4	596	600	4.91						
Hay.....	58	58	11	69	.56						
Fruits and vegetables.....	291	291	76	367	3.00						
Total products of agriculture.....	368	368	1,089	1,457	11.92						
Live stock.....	2	2		2	.02						
Dressed meats.....	2	2	90	92	.75						
Total products of animals.....	4	4	90	94	.77						

\* Pulp wood.



TABLE 112: EMPLOYEES AND THEIR SALARIES AND WAGES, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914

The figures given are for the "rail operations" as a whole; they are not segregated according to state lines. The number of employees stated for any particular class is the number as shown by the payroll on June 30, 1914. The average pay per day is that reported by the corporation, and in some cases, as where the pay is on other than a time basis, a constructive day is used. Only those corporations are included which report statistics of wages and salaries. The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 27.

Corp'n No.	Name of corporation	Officers			General office clerks			Station men			Trainmen			Corp'n No.
		Number on payroll	Average pay per day	Other	Number on payroll	Average pay per day	Other	Number on payroll	Average pay per day	Other	Number on payroll	Average pay per day	Other	
1	Pennsylvania	87	27.56	Dollars	7,468	2.83	12,146	3,935	5.55	4,411	2,691	4.50	10,419	1
2	New York Central and Hudson River	30	34.51	11.00	3,894	3.14	8,981	2,027	5.76	2,014	2,691	4.50	3,987	2
3	New York, New Haven and Hartford	37	31.81	102	1,948	2.72	4,799	2,128	5.02	1,214	1,665	5.02	3,987	3
4	Lake Shore and Michigan Southern	47	26.95	44	1,350	2.60	294	1,063	4.39	1,407	1,112	4.03	3,060	4
5	Erie	82	19.84	115	2,672	2.14	499	1,237	4.37	1,333	981	3.54	2,107	5
6	Boston and Maine	16	31.37	98	1,305	2.46	8,821	1,444	4.76	1,809	970	4.26	2,833	6
7	Delaware, Lackawanna and Western	23	29.84	111	1,117	2.38	2,615	766	4.91	2,809	568	4.26	3,164	7
8	Delaware Valley	21	27.57	33	1,117	2.35	2,615	766	4.91	2,809	568	4.26	3,164	8
9	Delaware and Hudson	11	21.30	20	914	2.46	1,747	601	4.61	992	684	4.09	2,077	9
10	Northern Central	1	9.86	44	238	2.42	1,204	252	5.29	329	165	4.27	1,251	10
11	Long Island	7	21.77	19	236	2.62	1,204	252	5.29	329	165	4.27	1,251	11
12	New York, Chicago and St. Louis	11	12.76	23	12.54	2.69	108	268	6.18	256	253	4.84	564	12
13	Buffalo, Rochester and Pittsburgh	7	35.52	23	91	2.31	308	228	5.76	250	117	4.28	544	13
14	New York, Ontario and Western	9	18.14	67	204	2.33	324	1,502	5.76	250	135	4.10	566	14
15	Central New England	3	12.27	67	43	2.51	312	84	4.63	81	70	3.99	164	15
16	Rutland	15	10.30	8	142	2.20	202	101	4.84	101	67	4.48	166	16
17	New York, Susquehanna and Western	1	5.1	5	34	1.86	73	82	4.57	87	59	3.51	160	17
18	Lehigh and New England	13	6.32	18	106	2.21	227	58	5.59	64	43	4.42	120	18
19	Pittsburgh, Shawmut and Northern (Rev.'s op.)	2	17.89	19	84	2.24	36	60	4.61	63	49	3.70	102	19
20	Lehigh and Hudson River	2	14.03	6	20	2.49	10	34	5.07	38	26	4.24	86	20
21	Buffalo and Susquehanna Railroad	5	21.86	6	92	2.15	47	68	5.01	74	55	3.51	116	21
22	Buffalo and Susquehanna Railroad Corporat'n	6	25.26	6	92	2.19	39	68	5.01	74	55	3.51	116	22
23	Utah and Delaware	5	10.37	8	34	1.95	22	30	4.68	36	28	3.61	60	23
24	New Jersey and New York	9	6.90	12	18	2.37	10	19	4.47	16	18	4.06	38	24
25	Buffalo and Susquehanna Railway (Rev.'s op.)	6	22.88	3	89	2.15	20	18	4.69	18	18	4.34	28	25
26	Buffalo Creek	6	5.11	3	89	2.15	20	18	4.69	18	18	4.34	28	26
27	Dunkirk, Allegheny Valley and Pittsburgh	5	13.12	8	16	2.06	29	17	4.81	17	11	3.80	34	27
28	Fonda, Johnston and Gloversville	6	7.29	3	13	2.13	4	11	3.75	12	6	3.16	20	28
29	Terminal Railway of Buffalo	6	4.82	3	2	2.88	3	3	2.81	3	3	3.14	7	29
30	Genesee and Wyoming	3	3.99	1	4	3.16	3	4	3.19	4	3	2.70	14	30
31	Lake Champlain and Moriah	5	3.99	2	3	1.64	1	4	3.01	4	4	2.63	9	31
32	Connecting Terminal	5	7.08	2	7	1.61	1	4	3.01	4	4	2.63	9	32
33	Delaware and Northern	6	7.08	2	7	1.61	1	4	3.01	4	4	2.63	9	33
34	Greenwich and Johnsonville	4	4.84	4	3	1.36	1	4	3.01	4	4	2.63	9	34
35	New York and Pennsylvania	2	4.84	4	3	1.36	1	4	3.01	4	4	2.63	9	35
36	New York, Auburn and Lansing	4	3.81	4	9	1.41	6	5	3.00	4	5	2.75	9	36
37	Central New York Southern Railroad Corp'n	3	2.43	3	6	1.18	1	13	3.15	4	13	2.85	6	37
38	Norwood and St. Lawrence	5	3.29	1	1	2.02	1	5	3.16	3	5	2.89	4	38
39	Niagara Junction	4	6.17	1	3	1.87	1	3	3.50	2	2	3.00	3	39
40	Middletown and Unionville	7	4.95	1	9	1.47	1	1	4.25	1	2	3.73	4	40
41	Chadilla Valley	5	7.76	12	22	1.37	4	2	2.60	2	1	4.00	3	41
42	United States and Canada	1	17.53	6	22	1.73	1	2	2.60	2	1	4.00	3	42
43	Skaneateles	4	4.57	12	2	2.42	1	2	2.60	2	1	4.00	3	43
44	Cooperstown and Charlotte Valley	4	5.00	1	2	1.33	1	2	2.60	2	1	4.00	3	44
45	Catskill Mountain	4	5.00	1	2	1.33	1	2	2.60	2	1	4.00	3	45
46	Gowanus and Beaver River	3	4.55	1	2	1.33	1	2	2.60	2	1	4.00	3	46
47	Buffalo, Attica and Arcade	3	2.05	1	2	1.33	1	2	2.60	2	1	4.00	3	47
48	Danville and Mount Morris	4	7.20	1	2	1.33	1	2	2.60	2	1	4.00	3	48
49	Bath and Hammondsport	4	9.98	1	12	1.97	3	3	3.60	1	2	2.81	2	49
50	Waseco River	4	9.98	1	12	1.97	3	3	3.60	1	2	2.81	2	50
51	Racquet Lake	1	10.71	1	2	2.50	1	1	3.90	1	1	4.15	1	51
52	Sterling Mountain	1	10.71	1	2	2.50	1	1	3.90	1	1	4.15	1	52
53	Schoharie Valley	2	10.71	1	2	2.50	1	1	3.90	1	1	4.15	1	53
54	Marcellus and Otisco Lake	1	3.34	1	2	2.50	1	1	3.90	1	1	4.15	1	54
55	Adirondack and St. Lawrence	1	3.34	1	2	2.50	1	1	3.90	1	1	4.15	1	55
56	Carthage and Ogdensburg	1	3.34	1	2	2.50	1	1	3.90	1	1	4.15	1	56
57	Newark and Marion (before Revership)	1	2.40	1	1	2.0	1	1	3.80	1	1	2.20	1	57
58	Kanawha and Pittsburgh	4	10.96	12	20	1.76	1	3	3.15	2	2	2.50	2	58
59	Glendon and St. Lawrence	3	5.00	1	2	1.17	1	2	2.50	1	2	2.50	2	59
60	Middleburgh and Schenectady	3	5.00	1	2	1.17	1	2	2.50	1	2	2.50	2	60
61	Keseeville, Ausable Chasm and Lake Champlain	3	7.2	1	2	1.17	1	2	2.50	1	2	2.50	2	61
62	Otis	3	7.2	1	2	1.17	1	2	2.50	1	2	2.50	2	62
63	Fulton Chain	3	7.2	1	2	1.17	1	2	2.50	1	2	2.50	2	63
64	Dexter and Northern	2	4.50	2	4	1.11	2	2	2.50	1	1	2.50	2	64
65	Catskill and Tannersville	2	4.50	2	4	1.11	2	2	2.50	1	1	2.50	2	65
66	Cranberry Lake	6	4.67	1	1	1.96	2	1	2.50	1	1	2.50	2	66

See page 115 for notes.

Corp'n No.	Name of corporation	Machinists		Carpenters		Other shopmen		Section foremen		Other trackmen		Switch tenders, crossing tenders, and watchmen		Telegraph operators and dispatchers		All other employees		Total employees		Total compensation for year	Corp'n No.
		Number on payroll	Average pay per day	Number on payroll	Average pay per day	Number on payroll	Average pay per day	Number on payroll	Average pay per day	Number on payroll	Average pay per day	Number on payroll	Average pay per day	Number on payroll	Average pay per day	Number on payroll	Average pay per day				
1	Pennsylvania	7,522	3.63	8,296	3.03	13,184	2.70	1,498	2.50	13,804	1.77	3,848	2.02	4,896	2.39	114,709	2.28	110,686	2.28	\$101,892,355	1
2	New York Central and Hudson R.	7,518	2.66	2,133	2.83	5,774	2.64	1,075	2.47	10,643	1.70	2,351	1.88	7,553	2.50	60,338	2.07	60,338	2.07	\$56,841,181	2
3	New York, New Haven and H.	925	3.44	1,746	2.82	3,131	2.51	1,761	2.93	4,808	1.70	1,720	1.96	6,181	2.88	6,181	2.28	33,945	2.28	\$29,072,401	3
4	Lake Shore and Michigan S.	550	3.89	386	2.96	6,699	2.39	482	2.29	4,660	1.85	7,739	1.51	557	2.37	27,477	2.39	27,477	2.39	\$24,416,230	4
5	Errie	1,040	3.08	542	2.56	7,676	2.06	434	2.26	5,292	1.40	7,251	1.33	887	2.10	3,645	2.23	34,174	2.23	\$24,985,588	5
6	Boston and Maine	911	2.97	535	2.94	3,968	2.37	396	2.95	3,606	1.86	1,783	1.83	537	2.03	2,033	2.03	27,539	2.03	\$24,062,149	6
7	Delaware, Lackawanna and W.	515	...	755	...	2,960	...	324	2.29	3,479	...	1,828	...	219	2.47	22,311	2.47	22,311	2.47	\$16,760,999	7
8	Lehigh Valley	785	2.99	143	2.65	3,740	2.33	522	2.14	2,883	1.08	526	1.74	200	2.34	5,293	2.31	12,099	2.31	\$17,120,152	8
9	Delaware and Hudson	306	3.06	496	2.46	2,438	2.39	241	2.39	1,198	1.75	669	1.66	210	2.58	1,926	2.10	12,266	2.10	\$9,688,995	9
10	Northern Central	278	3.02	304	2.77	353	2.23	125	2.36	1,095	1.73	329	1.66	494	2.28	1,516	2.24	6,536	2.24	\$9,713,305	10
11	Long Island	80	3.07	95	2.77	187	2.23	119	2.33	986	1.70	935	1.51	94	2.42	1,026	2.26	6,335	2.26	\$5,713,305	11
12	New York, Chicago and St. L.	133	3.05	510	2.56	801	2.15	107	2.36	729	1.80	232	1.34	140	2.34	1,727	2.27	6,394	2.27	\$5,024,199	12
13	Buffalo, Rochester and Pittsburgh	108	2.87	166	2.72	794	2.00	92	2.33	939	1.63	885	1.90	140	3.10	4,731	2.38	5,454	2.38	\$5,799,280	13
14	New York, Ontario and Western	189	2.95	169	2.62	866	2.04	114	2.40	383	1.60	232	1.36	145	2.35	834	1.98	5,454	1.98	\$5,172,447	14
15	Central New England	94	3.13	58	2.72	523	2.03	97	2.70	382	1.47	43	1.54	60	2.20	68	2.34	2,108	2.34	\$4,211,652	15
16	Utter and Delaware	97	2.28	20	2.59	258	2.03	84	2.14	162	1.41	18	2.05	92	2.61	48	3.80	2,108	3.80	\$1,467,817	16
17	New York, Susquehanna and W.	44	2.47	58	2.39	194	2.08	37	1.98	398	1.68	48	1.23	17	1.90	41	2.11	1,619	2.11	\$1,589,685	17
18	Lehigh and New England	65	2.50	18	2.36	283	2.05	57	2.90	178	1.53	19	1.84	36	2.28	175	1.80	1,241	1.80	\$1,708,079	18
19	Pittsburgh, S. and N. (Rev. S. op.)	22	3.05	47	2.39	120	2.09	37	1.82	170	1.68	19	1.94	30	2.37	148	2.13	1,241	2.13	\$1,070,879	19
20	Lehigh and Hudson River R.R.	41	3.05	47	2.39	211	1.87	48	2.90	210	1.55	15	1.55	20	2.37	175	2.16	1,241	2.16	\$1,070,879	20
21a	Buffalo and Susquehanna	31	2.92	41	2.32	265	1.94	48	1.83	210	1.55	15	1.55	20	2.37	175	2.16	1,241	2.16	\$628,163	21a
21b	Buffalo and Susquehanna	31	2.92	41	2.32	265	1.94	48	1.83	210	1.55	15	1.55	20	2.37	175	2.16	1,241	2.16	\$628,163	21b
22	Utter and Delaware	44	2.36	20	2.29	50	1.94	27	2.01	127	1.48	18	1.21	3	1.57	10	1.97	780	1.97	\$345,549	22
23	New Jersey and New York	11	3.13	4	2.55	48	2.41	8	2.13	127	1.55	15	1.21	3	1.57	10	1.97	780	1.97	\$345,549	23
24	South Buffalo R.R. (Rev. S. op.)	2	3.21	27	2.30	48	2.41	8	2.13	127	1.55	15	1.21	3	1.57	10	1.97	780	1.97	\$345,549	24
25	Buffalo and Susquehanna	1	3.00	1	2.83	26	1.96	13	1.94	70	1.66	24	1.78	10	2.46	63	2.13	219	2.13	\$224,848	25
26	Fonda, Johnson and Gloversville	10	2.60	9	2.58	52	2.14	13	1.83	69	1.72	7	1.74	4	1.56	20	1.74	438	1.74	\$225,783	26
27	Terminal Railway of Buffalo	9	2.89	8	2.22	8	2.02	5	2.31	22	1.71	2	1.77	1	2.50	3	2.35	43	2.35	\$210,363	27
28	Genesee and Wyoming	9	2.89	8	2.22	8	2.02	5	2.31	22	1.71	2	1.77	1	2.50	3	2.35	43	2.35	\$210,363	28
29	Lake Champlain and Moriah	9	2.89	8	2.22	8	2.02	5	2.31	22	1.71	2	1.77	1	2.50	3	2.35	43	2.35	\$210,363	29
30	Genesee and Wyoming	9	2.89	8	2.22	8	2.02	5	2.31	22	1.71	2	1.77	1	2.50	3	2.35	43	2.35	\$210,363	30
31	Lake Champlain and Moriah	9	2.89	8	2.22	8	2.02	5	2.31	22	1.71	2	1.77	1	2.50	3	2.35	43	2.35	\$210,363	31
32	Connecting Terminal	2	2.29	10	2.37	16	2.21	7	1.81	40	1.62	1	1.00	2	2.05	8	2.54	94	2.54	\$199,720	32
33	Delaware and Northern	2	3.15	3	1.87	3	1.87	7	1.86	10	1.70	1	1.00	2	2.05	8	2.54	94	2.54	\$175,641	33
34	Greenwich and Johnsonville	2	3.00	4	2.09	4	2.09	8	1.83	45	1.60	3	2.00	2	2.56	1	2.15	127	2.15	\$43,692	34
35	New York and Pennsylvania	2	3.00	4	2.09	4	2.09	8	1.83	45	1.60	3	2.00	2	2.56	1	2.15	127	2.15	\$43,692	35
36a	New York, Auburn and Lansing	2	3.28	1	2.50	5	2.38	4	2.16	18	1.73	3	2.00	2	2.90	29	3.25	126	3.25	\$60,043	36a
36b	Central New York S. R. R. Corp.	2	3.27	1	2.32	8	2.44	4	1.87	12	1.74	2	2.02	1	2.33	35	2.00	51	2.00	\$15,700	36b
37	Norwood and St. Lawrence	71	3.00	38	2.50	1	2.50	3	3.50	9	1.75	1	2.00	1	2.33	890	2.16	52	2.16	\$35,784	37
38	Niagara Junction	38	...	38	...	1	...	2	...	17	...	1	...	...	...	5	1.57	46	1.57	\$31,555	38
39	Middleton and Unionville	38	...	38	...	1	...	2	...	17	...	1	...	...	...	5	1.57	46	1.57	\$31,555	39
40	United States and Canada	1	2.50	3	2.25	1	1.75	2	2.22	12	1.50	...	...	...	...	39	1.89	117	1.89	\$16,093	40
41	United States and Canada	1	3.45	3	3.02	1	1.75	2	2.22	12	1.50	...	...	...	...	39	1.89	117	1.89	\$16,093	41
42	Skaneateles	1	3.45	3	3.02	1	1.75	2	2.22	12	1.50	...	...	...	...	39	1.89	117	1.89	\$16,093	42
43	Cooperstown and Charlotte V.	1	2.50	3	2.25	1	1.75	2	2.22	12	1.50	...	...	...	...	39	1.89	117	1.89	\$16,093	43
44	Catskill Mountain	1	2.50	3	2.25	1	1.75	2	2.22	12	1.50	...	...	...	...	39	1.89	117	1.89	\$16,093	44
45	Catskill Mountain	1	2.50	3	2.25	1	1.75	2	2.22	12	1.50	...	...	...	...	39	1.89	117	1.89	\$16,093	45
46	Lowville and Beaver River	1	2.25	2	2.18	1	1.87	3	2.49	12	1.86	...	...	...	...	31	2.12	37	2.12	\$17,164	46
47	Buffalo, Attica and Arcade	1	2.19	5	2.06	1	1.87	3	2.49	12	1.86	...	...	...	...	31	2.12	37	2.12	\$17,164	47
48	Dansville and Mount Morris	1	2.19	5	2.06	1	1.87	3	2.49	12	1.86	...	...	...	...	31	2.12	37	2.12	\$17,164	48
49	Bath and Hammondsport	1	3.01	2	3.01	1	1.91	1	1.88	16	1.77	2	1.41	1	1.65	1	1.50	36	1.50	\$21,826	49
50	Owasco River	1	3.01	2	3.01	1	1.91	1	1.88	16	1.77	2	1.41	1	1.65	1	1.50	36	1.50	\$21,826	50
51	Rapquette Lake	1	3.01	2	3.01	1	1.91	1	1.88	16	1.77	2	1.41	1	1.65	1	1.50	36	1.50	\$21,826	51



TABLE 113: GRADE CROSSINGS AND CROSSING PROTECTION WITHIN THE STATE OF NEW YORK, OPERATING STEAM RAILROAD CORPORATIONS, JUNE 30, 1914

Only those corporations are included which report grade crossings in New York state. Figures in *italics* denote decreases. The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 27.

Corporation No.	Name of corporation	With other steam railroads						With electric or street railroads						With streets, avenues, and highways					
		Unprotected			Protected June 30, 1914			Unprotected			Protected June 30, 1914			Unprotected			Protected June 30, 1914		
		Total	June 30, 1914	Increase over preceding year	By both gates and flagmen	By gates only	By flagmen only	By interlocking devices	By signals not interlocked	By derailing devices	Total	June 30, 1914	Increase over preceding year	By both gates and flagmen	By gates only	By flagmen only	By interlocking devices	By signals not interlocked	By derailing devices
1	Pennsylvania	24	...	...	4	1	1	8	14	17	12	5	1	11	2	3	2	2	2
2	New York Central and Hudson River	57	3	...	...	...	...	32	17	57	2,511	1,601	274	193	81	422	...	...	10
3	Lake Shore and Michigan Southern	19	11	...	...	...	...	23	19	24	77	50	46	3	11	11	...	...	24
4	Erie	53	...	...	...	...	...	23	19	24	949	680	6	8	74	87	...	...	100
5	Boston and Maine	22	1	...	...	...	...	12	9	25	98	69	1	...	11	9	...	...	91
6	Delaware, Lackawanna and Western	26	3	...	...	...	...	15	8	12	541	302	16	...	26	38	...	...	40
7	Lehigh Valley	26	...	...	...	...	...	15	8	12	675	571	17	...	26	38	...	...	40
8	Delaware and Hudson	9	...	...	...	...	...	2	...	16	638	436	19	...	54	77	...	...	63
9	Northern Central	3	...	...	...	...	...	2	...	2	133	117	1	162	17	46	...	...	10
10	Long Island	11	...	...	...	...	...	...	...	...	670	383	23	...	17	46	...	...	62
11	New York, Chicago and St. Louis	12	...	...	...	...	...	...	...	...	89	63	7	...	17	46	...	...	12
12	Buffalo, Rochester and Pittsburgh	8	...	...	...	...	...	...	...	...	198	169	4	...	17	46	...	...	12
13	Buffalo, Ontario and Western	7	...	...	...	...	...	...	...	...	414	300	4	...	17	46	...	...	13
14	Central New England	4	...	...	...	...	...	...	...	...	171	131	5	...	17	46	...	...	14
15	Railroad	6	...	...	...	...	...	...	...	...	167	162	...	...	...	...	...	...	15
16	Lehigh and New England	1	...	...	...	...	...	...	...	...	102	102	...	...	...	...	...	...	16
17	Pittsburg Shawmut and Northern (Rev.'s op.)	1	...	...	...	...	...	...	...	...	26	26	...	...	...	...	...	...	17
18	Lehigh and Hudson River	1	...	...	...	...	...	...	...	...	14	14	...	...	...	...	...	...	18
19	Buffalo and Susquehanna Railroad Corp. <sup>2</sup>	1	...	...	...	...	...	...	...	...	107	93	...	...	...	...	...	...	19
20	Ulster and Delaware	1	...	...	...	...	...	...	...	...	37	30	...	...	...	...	...	...	20
21	New Jersey and New York	1	...	...	...	...	...	...	...	...	62	58	...	...	...	...	...	...	21
22	South Buffalo	1	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	22
23	Buffalo and Susquehanna Ry. (Rev.'s op.)	6	...	...	...	...	...	...	...	...	42	37	...	...	...	...	...	...	23
24	Dunkirk	4	...	...	...	...	...	...	...	...	53	47	...	...	...	...	...	...	24
25	Fonda, Johnstown and Gloversville	1	...	...	...	...	...	...	...	...	10	10	...	...	...	...	...	...	25
26	Terminal Railway of Buffalo	1	...	...	...	...	...	...	...	...	17	14	...	...	...	...	...	...	26
27	Genesee and Wyoming	2	...	...	...	...	...	...	...	...	7	6	...	...	...	...	...	...	27
28	Lake Champlain and Moriah	1	...	...	...	...	...	...	...	...	21	21	...	...	...	...	...	...	28
29	Delaware and Northern	1	...	...	...	...	...	...	...	...	34	34	...	...	...	...	...	...	29
30	Greenwich and Johnsonville	1	...	...	...	...	...	...	...	...	27	27	...	...	...	...	...	...	30
31	New York and Pennsylvania	1	...	...	...	...	...	...	...	...	36	35	...	...	...	...	...	...	31
32	Central New York Southern Railroad Corp. <sup>3</sup>	1	...	...	...	...	...	...	...	...	15	15	...	...	...	...	...	...	32
33	Norwood and St. Lawrence	1	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	33
34	Niagara Junction	1	...	...	...	...	...	...	...	...	20	17	...	...	...	...	...	...	34
35	Middletown and Unionville	1	...	...	...	...	...	...	...	...	14	14	...	...	...	...	...	...	35
36	Unadilla Valley	1	...	...	...	...	...	...	...	...	21	21	...	...	...	...	...	...	36
37	Skaneateles	1	...	...	...	...	...	...	...	...	13	13	...	...	...	...	...	...	37
38	Cooperstown and Charlotte Valley	1	...	...	...	...	...	...	...	...	18	18	...	...	...	...	...	...	38
39	Catskill Mountain	1	...	...	...	...	...	...	...	...	22	21	...	...	...	...	...	...	39
40	Lowville and Beaver River	1	...	...	...	...	...	...	...	...	13	13	...	...	...	...	...	...	40
41	Buffalo, Attica and Arcade	1	...	...	...	...	...	...	...	...	20	20	...	...	...	...	...	...	41
42	Dansville and Mount Morris	1	...	...	...	...	...	...	...	...	10	10	...	...	...	...	...	...	42
43	Bath and Hammondsport	1	...	...	...	...	...	...	...	...	13	12	...	...	...	...	...	...	43
44	Owasco River	1	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	44
45	Raquette Lake	1	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	45
46	Schoharie	1	...	...	...	...	...	...	...	...	8	8	...	...	...	...	...	...	46
47	Marcellus and Otisco Lake	1	...	...	...	...	...	...	...	...	11	11	...	...	...	...	...	...	47
48	Adirondack and St. Lawrence	1	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	48
49	Cartiages and Copenhagen	1	...	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...	49
50	Newark and Mar on (Receivership)	1	...	...	...	...	...	...	...	...	11	11	...	...	...	...	...	...	50
51	Kanona and Prattsburgh	1	...	...	...	...	...	...	...	...	11	11	...	...	...	...	...	...	51
52	Glenfield and Western	1	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	52
53	Middleburgh & Schoharie	1	...	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	53
54	Keeseville, Ausable Chasm and Lake Champlain	1	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	54
55	Dexter and Northern	1	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	55
56	Catskill and Tannersville	1	...	...	...	...	...	...	...	...	22	22	...	...	...	...	...	...	56
57	Cranberry Lake	2	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	57
58	Janestown, Westfield and Northwestern	...	...	...	...	...	...	...	...	...	23	23	...	...	...	...	...	...	58
59	Troy Union	...	...	...	...	...	...	...	...	...	18	18	...	...	...	...	...	...	59
60	Totals <sup>6</sup>	269	19	1	8	3	9	128	102	203	30	19	1	368	408	965	1	1	683

<sup>1</sup> Includes 2 crossings protected by flagmen.

<sup>2</sup> The crossings of this company were reported in previous year by Buffalo and Susquehanna Railroad Company.

<sup>3</sup> Only crossings on steam division of this corporation are shown; for grade crossings on electric division see Table 213.

<sup>4</sup> The crossings of this company were reported in previous year by the New York, Auburn and Lansing Railroad Company.

<sup>5</sup> The crossings of this company were reported in previous year by New York, Susquehanna and Western Railroad Company.

<sup>6</sup> It should be borne in mind that each crossing of one steam road with another is normally reported twice, once by each road. It is also to be noted that a crossing with an electric road whose route lies along a highway is normally reported under both electric road crossings and highway crossings.

<sup>7</sup> Includes a decrease of 10 crossings in the case of The New York, New Haven and Hartford Railroad Company, which reports no grade crossings in New York state at close of year.

TABLE 114: ACCIDENTS TO PERSONS FROM STEAM RAILROAD OPERATIONS WITHIN THE STATE OF NEW YORK, YEAR ENDED JUNE 30, 1914

The heading "Killed" includes all cases resulting in death within 24 hours after the time of the accident. Accidents resulting in death later than 24 hours afterward are shown under the heading "Injured". Injuries to employees so slight as not to incapacitate the injured employee for more than three days during the ten days immediately following the accident are excluded. The statement of accidents resulting from movement of trains, locomotives, or cars is made up from reports of each individual accident as filed with the Commission by the railroads concerned. They have been classified, tabulated, and checked by the Commission's employees, and while the totals do not in all cases agree with the summaries made up by the railroads for their annual reports to the Commission, it is believed that the Commission's summary of individual accident reports is probably the more accurate statement. Accidents "Resulting from other causes" include a large number of injuries in railroad shops, mostly of a minor nature, for which no individual reports are required. These figures are given as shown in the annual reports of the railroads to the Commission.

Only those corporations are included which report accidents. The corporations are named in the order of their average revenues from railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 27.

Corp'n No.	Name of corporation	Resulting from movement of trains, locomotives, or cars										Resulting from other causes				Total all persons	
		Railroad employees		Passengers		Postal clerks, expressmen, etc.		Trespassing		Not trespassing		Railroad employees		Other persons		Killed	Injured
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured		
1	Pennsylvania.....	9	154	7	4	.....	.....	10	8	4	5	.....	1,331	.....	106	23	1,608
2	New York Central and Hudson River.....	70	1,191	2	343	.....	.....	169	158	53	224	.....	3,247	14	953	325	6,182
3	New York, New Haven and Hartford.....	2	7	12	1	.....	.....	3	1	.....	.....	.....	1,408	.....	4	7	1,435
4	Lake Shore and Michigan Southern.....	4	65	.....	29	.....	.....	12	10	16	16	.....	97	.....	3	20	186
5	Erie.....	33	250	1	2	.....	.....	38	56	.....	.....	.....	114	1	6	93	498
6	Boston and Maine.....	4	39	.....	8	.....	.....	20	12	16	8	.....	.....	.....	.....	19	52
7	Delaware, Lackawanna and Western.....	8	33	.....	1	.....	.....	22	11	.....	.....	.....	.....	.....	.....	18	191
8	Lehigh Valley.....	9	140	2	9	.....	.....	13	27	6	18	.....	11	.....	8	35	183
9	Delaware and Hudson.....	23	263	.....	.....	.....	.....	29	1	.....	.....	.....	971	.....	.....	62	1,283
10	Northern Central.....	15	15	.....	.....	.....	.....	.....	1	.....	.....	.....	146	.....	.....	.....	163
11	Long Island.....	4	12	.....	8	.....	.....	4	2	11	26	.....	.....	.....	.....	19	107
12	New York, Chicago and St. Louis.....	3	24	.....	.....	.....	.....	1	3	3	.....	.....	.....	.....	.....	7	36
13	Buffalo, Rochester and Pittsburgh.....	6	77	.....	1	.....	.....	1	4	.....	.....	.....	81	.....	4	10	113
14	New York, Ontario and Western.....	2	71	.....	.....	.....	.....	10	6	.....	.....	.....	63	.....	.....	14	154
15	Central New England.....	3	76	.....	5	.....	.....	8	5	1	4	.....	184	1	.....	13	270
16	Rutland.....	3	17	1	.....	.....	.....	2	1	.....	3	.....	25	.....	.....	6	53
17	New York, Susquehanna and Western.....	.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	12
19b	Pittsburg, Shawmut and Northern (Rev.'s op.).....	.....	15	.....	.....	.....	.....	.....	.....	.....	.....	.....	34	.....	.....	.....	50
20	Lehigh and Hudson River.....	.....	4	.....	2	.....	.....	.....	.....	.....	.....	.....	19	.....	1	1	26
21b	Buffalo and Susquehanna Railroad Corporation.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	21b
22	Ulster and Delaware.....	1	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
23	New Jersey and New York.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	23
24	South Buffalo.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	24
25b	Buffalo and Susquehanna Railway (Rev.'s op.).....	1	3	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25b
26	Buffalo Creek.....	.....	11	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	26
27	Dunkirk, Allegheny Valley and Pittsborough.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	27
28	Pond, Johnston and Gloversville.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	28
30	Genesee and Wyoming.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30
31	Lake Champlain and Moriah.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	31
33	Delaware and Northern.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	33
38	Niagara Junction.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	38
39	Middletown and Unionville.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	39
47	Danville and Mount Morris.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	47
48	Bath and Hammondsport.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	48
50	Raquette Lake.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50
63	Fulton Chain.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	63
	Totals.....	191	2,411	13	432	1	74	339	319	134	373	18	7,778	17	1,089	713	12,476





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## LESSOR STEAM RAILROAD CORPORATIONS

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Addison and Susquehanna Railroad Company  
 Addison Railroad Company  
 Albany and Susquehanna Railroad Company, The  
 Albany and Vermont Railroad Company  
 Amsterdam, Chuctanunda and Northern Railroad Company, The  
 Avon, Geneseo and Mount Morris Railroad Company  
 Boston and Albany Railroad Company  
 Buffalo, Bradford and Pittsburgh Railroad Company  
 Buffalo Creek Railroad Company, The  
 Buffalo Creek Transfer Railroad Company, The  
 Cairo Railroad Company, The  
 Campbell Hall Connecting Railroad Company  
 Cayuga and Susquehanna Railroad Company, The  
 Central Dock and Terminal Railway Company, The  
 Chateaugay and Lake Placid Railway Company, The  
 Conesus Lake Railway Company  
 Cooperstown and Susquehanna Valley Railroad Company  
 Dolgeville and Salisbury Railway Company  
 Dunkirk, Allegheny Valley and Pittsburgh Railroad Company, The  
 Ellenville and Kingston Railroad Company  
 Elmira and Lake Ontario Railroad Company, The  
 Elmira and Williamsport Railroad Company  
 Elmira State Line Railroad Company  
 Erie and Black Rock Railroad Company  
 Erie and Central New York Railroad Company  
 Erie and Jersey Railroad Company  
 Erie Terminals Railroad Company  
 Fitchburg Railroad Company  
 Genesee River Railroad Company  
 Geneva, Corning and Southern Railroad Company  
 Gloversville and Broadalbin Railroad Company, The  
 Goshen and Deckertown Railway Company  
 Greene Railroad Company  
 Halite and Northern Railroad Company  
 Harlem River and Port Chester Railroad Company, The  
 Hartford and Connecticut Western Railroad Company

Lehigh and New York Railroad Company  
 Lehigh Valley Rail Way Company, The  
 Long Island Railroad Company, The, North Shore Branch  
 Middletown and Crawford Railroad Company  
 Montgomery and Erie Railway Company  
 New Jersey and New York Extension Railroad Company  
 New York and Harlem Railroad Company  
 New York, Lackawanna and Western Railway Company, The  
 Northern Railroad Company of New Jersey  
 Nyack and Southern Railroad Company  
 Nypano Railroad Company  
 Ontario, Carbondale and Scranton Railway Company  
 Oswego and Syracuse Railroad Company, The  
 Pecksport Connecting Railway Company  
 Pochuck Railroad Company  
 Port Jervis, Monticello and Summitville Railroad Company  
 Rensselaer and Saratoga Railroad Company  
 Rochester and Genesee Valley Railroad Company  
 Rome and Clinton Railroad Company  
 St. Lawrence and Adirondack Railway Company  
 Saratoga and Schenectady Railroad Company  
 Syracuse, Binghamton and New York Railroad Company  
 Ticonderoga Railroad Company, The  
 Troy and Bennington Railroad Company  
 Troy and Greenbush Railroad Association  
 Union Railroad Company, The  
 Union Terminal Railroad Company of the City of Buffalo, The  
 Utica, Chenango and Susquehanna Valley Rail Way Company  
 Utica, Clinton and Binghamton Railroad Company  
 Valley Railroad Company, The  
 Walkill Valley Railroad Company, The  
 Wellsville, Coudersport and Pine Creek Railroad Company  
 Western New York and Pennsylvania Railway Company  
 West Shore Railroad Company  
 West Troy and Green Island Railroad Company  
 Wharton Valley Railway Company

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Returns not tabulated; see statement Organization, etc.

Jamestown and Chautauqua Railway Company (Corporate transactions)  
 Jamestown and Chautauqua Railway Company (Receiver's operations)  
 Middletown, Unionville and Water Gap Railroad Company

Nyack and Northern Railroad Company  
 Plattsburgh and Dannemora Railroad Company



TABLE 101 L: BALANCE SHEET, LESSOR STEAM

The figures given are for the corporation as a whole;

L.No.	Addison & Susquehanna	Addison	Albany & Susquehanna	Albany & Vermont	Amsterdam, Chuctanunda & Northern	Avon, Genesee & Mt. Morris	Boston & Albany	Buffalo, Bradford & Pittsburgh	Buffalo Creek	Buffalo Creek Transfer	Cairo	L.No.
1	Dollars 110,921	Dollars 500,000	Dollars 14,200,767	Dollars 600,000	Dollars 20,000	Dollars 225,000	Dollars 48,774,216	Dollars 3,114,290	Dollars 2,084,546	Dollars 30,000	Dollars 48,783	1
2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
3	110,921	500,000	14,200,767	600,000	20,000	225,000	48,774,216	3,114,290	2,084,546	30,000	48,783	3
4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
8	.....	.....	21,005	11,402	1,998	1,500	164,798	.....	283,988	140	1,505	8
9	.....	.....	25,070	5,000	.....	.....	.....	.....	.....	.....	.....	9
10	5	.....	2,533	.....	.....	.....	2,440,983	.....	16,976	.....	.....	10
11	.....	.....	.....	.....	.....	.....	.....	.....	.....	260	.....	11
12	.....	.....	87,500	.....	417	.....	169,095	.....	.....	.....	1,444	12
13	.....	.....	.....	.....	.....	.....	16,249,499	.....	1,913	.....	.....	13
14	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
16	110,926	500,000	14,336,873	616,402	22,414	226,500	57,798,590	3,114,290	2,387,423	30,400	51,823	16
17	100,000	500,000	3,500,000	600,000	20,000	225,000	25,000,000	2,286,400	250,000	5,000	24,500	17
18	.....	.....	10,000,000	.....	.....	.....	25,000,000	.....	2,000,000	25,000	25,000	18
19	.....	.....	89,158	.....	.....	.....	325,772	827,890	122,532	400	250	19
20	.....	.....	.....	.....	.....	.....	49,638	.....	547	.....	.....	20
21	.....	.....	.....	.....	.....	.....	3,111	.....	.....	.....	.....	21
22	.....	.....	.....	.....	.....	.....	5,876,201	.....	.....	.....	.....	22
23	10,926	.....	747,716	16,402	2,414	1,500	1,543,868	.....	14,344	.....	2,073	23

<sup>1</sup> Includes cash and securities in sinking and redemption funds \$299,363, cash and securities in insurance and other reserve funds \$5,568,717, and other deferred debit items \$381,418.

<sup>2</sup> Portion of real estate, title to which was in Buffalo Creek Transfer Railroad Company, was deeded to other parties during year and mortgage debt correspondingly reduced.

TABLE 102 L: INCOME AND PROFIT AND LOSS STATEMENT,

The figures given are for the corporation as a whole; they are not segregated according

L.No.	Addison & Susquehanna	Addison	Albany & Susquehanna	Albany & Vermont	Amsterdam, Chuctanunda & Northern	Avon, Genesee & Mt. Morris	Boston & Albany	Buffalo, Bradford & Pittsburgh	Buffalo Creek	Buffalo Creek Transfer	Cairo	L.No.
1	Dollars 1	Dollars 15,000	Dollars 786,750	Dollars 20,000	Dollars 2,500	Dollars 7,975	Dollars 3,116,063	.....	Dollars 118,000	.....	Dollars 2,944	1
2	.....	.....	4,324	156	84	.....	.....	.....	.....	.....	37	2
3	.....	.....	4,844	695	1	100	15,003	.....	500	.....	36	3
4	1	15,000	777,582	19,149	2,414	7,875	3,101,060	.....	117,500	.....	2,871	4
5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
9	.....	.....	531	200	.....	.....	.....	.....	.....	.....	.....	9
10	.....	.....	.....	.....	.....	51	587	.....	.....	.....	.....	10
11	.....	.....	594	.....	.....	.....	<sup>3</sup> 208,728	.....	.....	.....	.....	11
12	.....	.....	1,125	200	.....	51	209,315	.....	.....	.....	.....	12
13	1	15,000	778,708	19,349	2,414	7,926	3,310,375	Income account not reported	117,500	Income account not reported	2,871	13
14	.....	.....	.....	.....	.....	.....	78,000	.....	.....	.....	.....	14
15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
17	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17
18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18
19	.....	.....	350,000	.....	.....	.....	1,028,063	.....	100,000	.....	1,500	19
20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
21	.....	.....	.....	800	.....	.....	.....	.....	.....	.....	.....	21
22	.....	.....	350,000	800	.....	.....	1,106,063	.....	100,000	.....	1,500	22
23	1	15,000	428,708	18,549	2,414	7,926	2,204,312	.....	17,500	.....	1,371	23
24	.....	.....	.....	.....	.....	.....	15,136	.....	.....	.....	.....	24
25	.....	15,000	428,750	18,000	.....	7,875	2,187,500	.....	17,500	.....	.....	25
26	.....	.....	.....	.....	.....	.....	1,676	.....	.....	.....	.....	26
27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	27
28	.....	15,000	428,750	18,000	.....	7,875	2,204,312	.....	17,500	.....	.....	28
29	1	.....	42	549	2,414	51	.....	.....	.....	.....	1,371	29
30	1,539	.....	723,478	15,436	2,399	1,449	1,543,868	Profit and Loss account not reported	14,344	Profit and Loss account not reported	701	30
31	<sup>1</sup> 9,387	.....	<sup>2</sup> 14,280	416	.....	.....	.....	.....	.....	.....	.....	31
32	.....	.....	.....	.....	2,399	.....	.....	.....	.....	.....	.....	32
33	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	33
34	10,926	.....	747,716	16,402	2,414	1,500	1,543,868	.....	14,344	.....	2,073	34

<sup>1</sup> Liability for advances received for construction written off under terms of the lease.

<sup>2</sup> " U. S. Internal Revenue tax refunded."

<sup>3</sup> Includes \$207,042 "Income from sinking and other reserve funds," and \$1676 "Release of premiums on funded debt".

## RAILROAD CORPORATIONS, JUNE 30, 1914

they are not segregated according to state lines.

L.No.	Item	Campbell Hall Connecting	Cayuga & Susquehanna	Central Dock & Terminal	Chateaugay & Lake Placid	Conesus Lake	Cooperstown & Susque- hanna V.	Dolgeville & Salisbury	L.No.
1	Total investment in road and equipment.....	<i>Dollars</i> 629,248	<i>Dollars</i> 600,000	<i>Dollars</i> 555,399	<i>Dollars</i> 3,450,000	<i>Dollars</i> 27,028	<i>Dollars</i> 481,998	<i>Dollars</i> 151,894	1
2	Reserve for accrued depreciation, Cr.....								2
3	Net investment in road and equipment.....	629,248	600,000	555,399	3,450,000	27,028	481,998	151,894	3
4	Other permanent investments:								4
5	Securities of system corporations.....								5
6	Advances to system corporations.....								6
7	Other securities.....								7
8	Physical property.....								8
9	Cash.....		31,267	6,665					9
10	Marketable securities.....								10
11	Miscellaneous bills and accounts receivable.....			11,500					11
12	Materials and supplies.....						1,657		12
13	Other working assets and accrued income.....								13
14	Temporary advances to system corporations.....			500	5,317		25,145		14
15	Other deferred debit items.....					866	257		15
16	Profit and loss, balance.....								16
17	Totals.....	629,248	631,267	573,975	3,455,317	27,894	509,067	151,894	17
18	Stocks.....	125,000	589,110	487,500	3,450,000	18,750	307,400	150,000	18
19	Permanent debt.....	504,248				9,144	209,000	1,894	19
20	Working and accrued liabilities.....		29,510	600			1,667		20
21	Deferred credit items.....			509					21
22	Appropriated surplus:								22
23	Additions to prop. through income since June 30, '07.....								23
24	Other reserves from income or surplus.....								24
25	Profit and loss, balance.....		15,647	85,375	5,317				25

## LESSOR STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914

to state lines. Figures in *italics* denote losses during year and deficits.

L.No.	Item	Campbell Hall Connecting	Cayuga & Susquehanna	Central Dock & Terminal	Chateaugay & Lake Placid	Conesus Lake	Cooperstown & Susque- hanna V.	Dolgeville & Salisbury	L.No.
1	Gross rent accrued from lease of road.....		<i>Dollars</i> 54,600	<i>Dollars</i> 33,526	<i>Dollars</i> 41,404	<i>Dollars</i>	<i>Dollars</i> 10,000		1
2	Taxes chargeable to leased road.....			10,526	12,000				2
3	Administrative expenses.....		1,019	1,189					3
4	Income from lease of road.....		53,581	21,811	29,404		10,000		4
5	Other income:								5
6	Other rent income.....								6
7	Net profit from miscellaneous physical property.....								7
8	Separately operated properties, net profit.....								8
9	Dividend income.....								9
10	Income from funded securities.....								10
11	Income from unfunded securities and accounts.....								11
12	All other income.....			477					12
13	Total other income.....			477					13
14	Gross income.....		53,581	22,288	29,404		10,000		14
15	Deductions from gross income:								15
16	Deductions for lease of other roads.....				844				16
17	Other rent deductions.....			1,200					17
18	Miscellaneous tax accruals.....								18
19	Net loss on miscellaneous physical property.....								19
20	Separately operated properties, net loss.....								20
21	Interest deductions for funded debt.....				2,400		10,000		21
22	Interest deductions for unfunded debt.....								22
23	Other deductions from gross income.....								23
24	Total deductions from gross income.....			1,200	3,244		10,000		24
25	Net income.....		53,581	21,088	26,160				25
26	Appropriations out of net income:								26
27	To sinking and other reserve funds.....								27
28	Dividends.....		53,020	19,500	26,160				28
29	Additions, betterments, new lines, and extensions.....								29
30	Other appropriations.....								30
31	Total charges to net corporate income.....		53,020	19,500	26,160				31
32	Balance to profit and loss.....		561	1,588					32
33	Balance, profit and loss, June 30, 1913.....		15,086	83,787	5,317	866	257		33
34	Miscellaneous credits during year.....								34
35	Dividends charged to surplus.....								35
36	Miscellaneous debits during year.....								36
37	Balance, profit and loss, June 30, 1914.....		15,647	85,375	5,317	866	257		37



TABLE 101 L: BALANCE SHEET, LESSOR STEAM

The figures given are for the corporation as a whole;

L.No.	Dunkirk, Allegheny Valley & P.	Ellenville & Kingston	Elmira & Lake Ontario	Elmira & Williams- port	Elmira State Line	Erie & Black Rock	Erie & Central New York	Erie & Jersey	Erie Terminals	Fitchburg	Genesee River	L.No.
1	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	1
2	4,200,000	950,000	2,161,805	2,635,064	189,200	38,570	251,889	7,478,968	977,271	53,300,488	6,733,274	2
3	4,200,000	950,000	2,161,805	2,635,064	189,200	38,570	251,889	7,478,968	977,271	53,300,488	6,733,274	3
4									600,000			4
5												5
6										135,607		6
7										8,253		7
8	1,534	250	12,900	1,149				6,123	2,431	7,706	10,402	8
9												9
10		13,000		48,552	61,000			1,500	17,427	144,638	6,032	10
11										936,034		11
12	54,375							11		280,908		12
13												13
14									63,080			14
15			1,302,786					556,359			415,619	15
16	4,255,909	963,250	3,477,491	2,684,765	250,200	38,570	251,889	8,042,961	1,660,209	54,813,643	7,165,327	16
17	1,300,000	300,000	1,500,000	996,250	90,200	9,600	250,000	600,000	68,000	24,856,037	350,000	17
18	2,900,000	650,000	500,000	1,532,500		28,970		7,400,000		25,939,000	6,000,000	18
19	54,539	13,000	1,375,143	47,921	160,000		1,889	42,961	1,581,972	1,615,342	815,327	19
20										206,409		20
21			102,349	102,064						151,082		21
22										621		22
23	1,370	250		6,030					10,237	2,045,153		23

<sup>3</sup> Includes liability of \$1,352,010 for advances received from The Northern Central Railway Company for construction and operation which are not carried on the books of that company.

<sup>4</sup> Includes \$50,575 "Stock liability for conversion of outstanding securities of constituent companies".

TABLE 102 L: INCOME AND PROFIT AND LOSS STATEMENT, LESSOR

The figures given are for the corporation as a whole; they are not segregated according

L.No.	Dunkirk, Allegheny Valley & P.	Ellenville & Kingston	Elmira & Lake Ontario	Elmira & Williams- port	Elmira State Line	Erie & Black Rock	Erie & Central New York	Erie & Jersey	Erie Terminals	Fitchburg	Genesee River	L.No.
1	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>			<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	1
2	150,500	26,000	123,975	157,096	6,314				370,932	2,051,129	330,595	2
3	291			25					27,100		20,698	3
4	150,209	26,000	123,975	153,910	6,314					11,556		4
5												5
6			14,667								1,191	6
7												7
8									24,000			8
9												9
10				28						358		10
11				22						19,308		11
12			14,667	50					24,000	19,666	1,191	12
13	150,209	26,000	109,509	153,960	6,314	Income account not reported	Income account not reported	Income account not reported	367,832	2,059,240	311,087	13
14									322,213			14
15			160,431									15
16												16
17												17
18												18
19	130,500	26,000	25,000	66,995						1,054,045	240,000	19
20									43,907		48,896	20
21												21
22	130,500	26,000	185,431	66,995					366,120	1,054,045	288,896	22
23	19,709		294,740	86,965	6,314				1,712	1,005,195	22,191	23
24												24
25	19,500			59,743	6,314					943,030		25
26			18,002	27,076						44,084		26
27												27
28	19,500		18,002	86,819	6,314					987,084		28
29	209		312,742	146					1,712	18,110	22,191	29
30	1,162	250	989,149	5,884		Profit and Loss account not reported	Profit and Loss account not reported	556,360	99,475	2,027,042	446,740	30
31								1	108,000		8,930	31
32												32
33			895									33
34	1,370	250	1,302,786	6,030				556,359	10,237	2,045,153	415,619	34

<sup>5</sup> Loss from operation.

<sup>6</sup> Includes \$83,251 for rent of tracks and terminals, and \$75,170 for hire of equipment.

<sup>7</sup> Represents dividends accrued to June 30, 1913, on Erie and Jersey Railroad Company stock.

## RAILROAD CORPORATIONS, JUNE 30, 1914 (continued)

they are not segregated according to state lines.

L.No.	Item	Geneva, Corning & Southern	Gloversville & Broadalbin	Goshen & Deckertown	Greene	Halite & Northern	Harlem River & Port Chester	Hartford & Connecticut Western	L.No.
1	Total investment in road and equipment.....	<i>Dollars</i> 16,293,472	<i>Dollars</i> 90,000	<i>Dollars</i> 342,690	<i>Dollars</i> 407,059	<i>Dollars</i> 100,440	<i>Dollars</i> 28,933,162	<i>Dollars</i> 4,382,648	1
2	Reserve for accrued depreciation, Cr.....					<i>6,686</i>			2
3	Net investment in road and equipment.....	16,293,472	90,000	342,690	407,059	102,755	28,933,162	4,382,648	3
4	Other permanent investments:								4
5	Securities of system corporations.....								5
6	Advances to system corporations.....								6
7	Other securities.....								7
8	Physical property.....								8
9	Cash.....			3,112		5,211	13,701	829	9
10	Marketable securities.....								10
11	Miscellaneous bills and accounts receivable.....		625						11
12	Materials and supplies.....								12
13	Other working assets and accrued income.....			6,195		3,716	301,471		13
14	Temporary advances to system corporations.....								14
15	Other deferred debit items.....					6,686			15
16	Profit and loss, balance.....							175,041	16
17	Totals.....	16,293,472	90,625	351,997	407,059	118,368	29,248,334	4,558,518	17
18	Stocks.....	7,325,000	60,000	96,190	200,000	100,000	1,000,000	2,970,000	18
19	Permanent debt.....	4,100,000	30,000	246,500				768,736	19
20	Working and accrued liabilities.....		625	6,195	207,059		28,248,334	819,782	20
21	Deferred credit items.....	2,832,190							21
22	Appropriated surplus:								22
23	Additions to prop. through income since June 30, '07.....								23
24	Other reserves from income or surplus.....					18,368			24
25	Profit and loss, balance.....	2,036,282		3,112					25

<sup>5</sup> Includes \$3,347,060 expenditures on floating equipment, also included in total investment in road and equipment reported by lessee, The New York, New Haven and Hartford Railroad Company.

<sup>6</sup> Includes \$209,125 "Equipment and personal property" leased to Central New England Railway Company, also included in the assets of that company.

## STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

to state lines. Figures in *italics* denote losses during year and deficits.

L.No.	Item	Geneva, Corning & Southern	Gloversville & Broadalbin	Goshen & Deckertown	Greene	Halite & Northern	Harlem River & Port Chester	Hartford & Connecticut Western	L.No.
1	Gross rent accrued from lease of road.....	<i>Dollars</i> 491,375	<i>Dollars</i> 1,500	<i>Dollars</i> 19,035	<i>Dollars</i> 12,000	<i>Dollars</i> 28,368	<i>Dollars</i> 1,197,101	<i>Dollars</i> 131,829	1
2	Taxes chargeable to leased road.....			213		371			2
3	Administrative expenses.....			250		6,032			3
4	Income from lease of road.....	491,375	1,500	18,572	12,000	21,964	1,197,101	131,829	4
5	Other income:								5
6	Other rent income.....								6
7	Net profit from miscellaneous physical property.....								7
8	Separately operated properties, net profit.....								8
9	Dividend income.....								9
10	Income from funded securities.....								10
11	Income from unfunded securities and accounts.....								11
12	All other income.....			78		382			12
13	Total other income.....			78		382			13
14	Gross income.....	491,375	1,500	18,650	12,000	22,345	1,197,101	131,829	14
15	Deductions from gross income:								15
16	Deductions for lease of other roads.....								16
17	Other rent deductions.....								17
18	Miscellaneous tax accruals.....								18
19	Net loss on miscellaneous physical property.....								19
20	Separately operated properties, net loss.....								20
21	Interest deductions for funded debt.....	210,000	1,500	14,790				31,500	21
22	Interest deductions for unfunded debt.....						1,127,101	40,989	22
23	Other deductions from gross income.....								23
24	Total deductions from gross income.....	210,000	1,500	14,790			1,127,101	72,489	24
25	Net income.....	281,375		3,860	12,000	22,345	70,000	59,340	25
26	Appropriations out of net income:								26
27	To sinking and other reserve funds.....	281,375		3,848	12,000		70,000	59,340	27
28	Dividends.....								28
29	Additions, betterments, new lines, and extensions.....					4,506			29
30	Other appropriations.....								30
31	Total charges to net corporate income.....	281,375		3,848	12,000	4,506	70,000	59,340	31
32	Balance to profit and loss.....			12		17,839			32
33	Balance, profit and loss, June 30, 1913.....	2,036,282		3,100		18,708		175,041	33
34	Miscellaneous credits during year.....								34
35	Dividends charged to surplus.....					16,000			35
36	Miscellaneous debits during year.....					2,179			36
37	Balance, profit and loss, June 30, 1914.....	2,036,282		3,112		18,368		175,041	37



TABLE 101 L: BALANCE SHEET, LESSOR STEAM

The figures given are for the corporation as a whole;

L.No.	Lehigh & New York	Lehigh Valley Rail Way	Long Island, North Shore Branch	Middletown & Crawford	Montgomery & Erie	New Jersey & New York Extension	New York & Harlem	New York, Lackawanna & Western	Northern Railroad of New Jersey	Nyack & Southern	Nypano	L.No.
1	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	1
2	5,795,553	36,137,802	1,598,250	193,354	327,000	192,500	22,615,408	32,807,790	1,706,993	45,000	48,000,000	2
3	5,727,166	36,137,802	1,598,250	193,354	327,000	192,500	22,615,408	32,807,790	1,706,993	45,000	48,000,000	3
4									154,639			4
5										5,000		5
6												6
7							138,434					7
8			18,450	68	1,509		273,453					8
9							53,298					9
10				141,923								10
11							56,696					11
12					1,590		500					12
13												13
14			108,000				4,731		8,371			14
15	1,309,310	321,459										15
16	7,036,477	36,459,261	1,724,700	338,345	330,099	192,500	23,142,521	32,807,790	1,870,003	50,000	48,000,000	16
17	3,803,348	11,745,000	206,250	122,200	150,000	72,500	10,000,000	10,000,000	1,000,000	50,000	20,000,000	17
18	2,131,625	24,713,261	1,425,000	66,000	170,500		12,000,000	22,000,000	808,000		28,000,000	18
19	1,101,504	1,000	93,450	801	1,590	120,000	7,678	807,790	639			19
20												20
21												21
22												22
23				149,344	8,009		1,134,843		61,364			23

TABLE 102 L: INCOME AND PROFIT AND LOSS STATEMENT, LESSOR

The figures given are for the corporation as a whole; they are not segregated according

L.No.	Lehigh & New York	Lehigh Valley Rail Way	Long Island, North Shore Branch	Middletown & Crawford	Montgomery & Erie	New Jersey & New York Extension	New York & Harlem	New York, Lackawanna & Western	Northern Railroad of New Jersey	Nyack & Southern	Nypano	L.No.
1	Dollars	Dollars	Dollars	Dollars	Dollars		Dollars	Dollars	Dollars			1
2	80,000	1,075,025	71,308	10,500	16,000		1,822,500	1,670,000				2
3			58		292		7,047					3
4	80,000	1,075,025	71,250	10,500	15,222		1,815,453	1,670,000				4
5												5
6												6
7												7
8							2,000					8
9							6,600					9
10					28		536					10
11												11
12					28		8,064					12
13	80,000	1,075,025	71,250	10,500	15,250	Income account not reported	1,823,517	1,670,000	Income account not reported	Income account not reported	Income account not reported	13
14												14
15												15
16												16
17												17
18	80,000	1,075,025	71,250	2,970	8,525		420,000	1,170,000				18
19												19
20												20
21												21
22	80,000	1,075,025	71,250	2,970	8,525		420,000	1,170,000				22
23				7,530	6,725		1,403,517	500,000				23
24												24
25					6,750		1,400,000	500,000				25
26												26
27												27
28					6,750		1,400,000	500,000				28
29				7,530	25	Profit and Loss account not reported	3,517					29
30	1,109,712	314,212		141,814	8,034		478,111		61,364	Profit and Loss account not reported	Profit and Loss account not reported	30
31							10 653,215					31
32												32
33	1,199,598	7,248										33
34	1,309,310	321,459		149,344	8,009		1,134,843		61,364			34

\* Amount due Lehigh Valley Railroad Company, lessee, for loss from operation for year ended June 30, 1914.

<sup>10</sup> Due to adjustment entries made to restore to railway land investment the cost of lands reduced by erroneously applying to the cost of the remaining property profits realized on real estate sold.

RAILROAD CORPORATIONS, JUNE 30, 1914 (*continued*)

they are not segregated according to state lines.

L.No.	Item	Ontario, Carbondale & Scranton	Oswego & Syracuse	Peeksport Connecting	Pochuck	Port Jervis, Monticello & Summitville	Rensselaer & Saratoga	Rochester & Genesee Valley	L.No.
1	Total investment in road and equipment.....	<i>Dollars</i> 3,806,656	<i>Dollars</i> 2,406,924	<i>Dollars</i> 80,061	<i>Dollars</i> 38,847	<i>Dollars</i> 560,000	<i>Dollars</i> 10,917,489	<i>Dollars</i> 555,200	1
2	Reserve for accrued depreciation, Cr.....								2
3	Net investment in road and equipment.....	3,806,656	2,406,924	80,061	38,847	560,000	10,917,489	555,200	3
4	Other permanent investments:								4
5	Securities of system corporations.....						475,448		5
6	Advances to system corporations.....						607,063		6
7	Other securities.....								7
8	Physical property.....								8
9	Cash.....	3,455				250	1,581	44	9
10	Marketable securities.....						70,000		10
11	Miscellaneous bills and accounts receivable.....					9,000			11
12	Materials and supplies.....								12
13	Other working assets and accrued income.....	6,550					423,333		13
14	Temporary advances to system corporations.....								14
15	Other deferred debit items.....								15
16	Profit and loss, balance.....		28,664						16
17	Totals.....	3,816,661	2,435,588	80,061	38,847	569,250	12,494,914	555,244	17
18	Stocks.....	1,500,000	1,320,400	40,000	20,000	110,000	10,000,000	555,200	18
19	Permanent debt.....	1,500,000	668,000	40,061	18,847	450,000	2,000,000		19
20	Working and accrued liabilities.....	6,250	447,188			9,000	425,333		20
21	Deferred credit items.....								21
22	Appropriated surplus:								22
23	Additions to prop. through income since June 30, '07.....								23
24	Other reserves from income or surplus.....								24
25	Profit and loss, balance.....	810,411				250	69,581	44	25

STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (*continued*)to state lines. Figures in *italics* denote losses during year and deficits.

L.No.	Item	Ontario, Carbondale & Scranton	Oswego & Syracuse	Peeksport Connecting	Pochuck	Port Jervis, Monticello & Summitville	Rensselaer & Saratoga	Rochester & Genesee Valley	L.No.
1	Gross rent accrued from lease of road.....	<i>Dollars</i> 75,600	<i>Dollars</i> 152,236			<i>Dollars</i> 18,000	<i>Dollars</i> 941,009	<i>Dollars</i> 34,012	1
2	Taxes chargeable to leased road.....						6,660		2
3	Administrative expenses.....						6,602	728	3
4	Income from lease of road.....	75,600	152,236			18,000	927,738	33,284	4
5	Other income:								5
6	Other rent income.....						800		6
7	Net profit from miscellaneous physical property.....								7
8	Separately operated properties, net profit.....								8
9	Dividend income.....						2,800		9
10	Income from funded securities.....								10
11	Income from unfunded securities and accounts.....						799	9	11
12	All other income.....	39							12
13	Total other income.....	39					4,399	9	13
14	Gross income.....	75,639	152,236			18,000	932,137	33,293	14
15	Deductions from gross income:								15
16	Deductions for lease of other roads.....								16
17	Other rent deductions.....								17
18	Miscellaneous tax accruals.....								18
19	Net loss on miscellaneous physical property.....								19
20	Separately operated properties, net loss.....								20
21	Interest deductions for funded debt.....	75,000	33,400			18,000	140,000		21
22	Interest deductions for unfunded debt.....								22
23	Other deductions from gross income.....								23
24	Total deductions from gross income.....	75,000	33,400			18,000	140,000		24
25	Net income.....	639	118,836				792,137	33,293	25
26	Appropriations out of net income:								26
27	To sinking and other reserve funds.....								27
28	Dividends.....		118,836				800,000	33,312	28
29	Additions, betterments, new lines, and extensions.....								29
30	Other appropriations.....								30
31	Total charges to net corporate income.....		118,836				800,000	33,312	31
32	Balance to profit and loss.....	639					7,863	20	32
33	Balance, profit and loss, June 30, 1913.....	809,772	28,664			250	77,444	64	33
34	Miscellaneous credits during year.....								34
35	Dividends charged to surplus.....								35
36	Miscellaneous debits during year.....								36
37	Balance, profit and loss, June 30, 1914.....	810,411	28,664			250	69,581	44	37



TABLE 101 L: BALANCE SHEET, LESSOR STEAM

The figures given are for the corporation as a whole;

L. No.	Rome & Clinton	St. Lawrence & Adirondack	Saratoga & Schenectady	Syracuse, Binghamton & New York	Ticonderoga	Troy & Bennington	Troy & Greenbush	Union	Union Terminal, City of Buffalo	Utica, Chenango & Susquehanna Valley	Utica, Clinton & Binghamton	L. No.
1	Dollars 360,000	Dollars 3,085,218	Dollars 450,000	Dollars 4,898,331	Dollars 60,000	Dollars 236,953	Dollars 275,000	Dollars 50,000	Dollars 1,469,794	Dollars 4,031,881	Dollars 1,690,566	1
2	.....	3,516	.....	122,509	.....	.....	.....	.....	.....	.....	.....	2
3	360,000	3,081,702	450,000	4,775,822	60,000	236,953	275,000	50,000	1,469,794	4,031,881	1,690,566	3
4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
6	.....	.....	.....	.....	.....	.....	.....	.....	37,500	.....	.....	6
7	.....	.....	.....	.....	.....	.....	.....	.....	130,000	.....	.....	7
8	569	51,963	1,358	.....	.....	494	1,839	.....	1,512	.....	13,674	8
9	.....	.....	5,000	.....	.....	.....	.....	.....	.....	.....	.....	9
10	.....	114,704	.....	80,418	.....	.....	.....	.....	.....	.....	.....	10
11	.....	31,438	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
12	.....	.....	.....	.....	900	.....	.....	.....	.....	.....	.....	12
13	.....	1,900	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
14	.....	34,569	.....	.....	23,000	5,891	.....	.....	.....	.....	20,000	14
15	.....	.....	.....	.....	11,304	.....	.....	.....	.....	.....	.....	15
16	360,569	3,316,276	456,358	4,856,240	95,204	243,339	276,839	50,000	1,638,806	4,031,881	1,724,240	16
17	345,360	1,615,000	450,000	2,500,000	30,000	150,800	270,000	50,000	302,500	4,000,000	849,224	17
18	.....	1,200,000	.....	.....	30,000	.....	.....	.....	.....	.....	800,000	18
19	40	443,972	.....	.....	12,204	.....	.....	.....	1,293,736	31,881	20,518	19
20	.....	238	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
21	.....	.....	.....	193,050	.....	.....	.....	.....	.....	.....	.....	21
22	.....	.....	.....	.....	23,000	.....	.....	.....	.....	.....	.....	22
23	15,169	57,066	6,358	2,163,190	.....	92,539	6,839	.....	42,569	.....	54,497	23

TABLE 102 L: INCOME AND PROFIT AND LOSS STATEMENT, LESSOR

The figures given are for the corporation as a whole; they are not segregated according

L. No.	Rome & Clinton	St. Lawrence & Adirondack	Saratoga & Schenectady	Syracuse, Binghamton & New York	Ticonderoga	Troy & Bennington	Troy & Greenbush	Union	Union Terminal, City of Buffalo	Utica, Chenango & Susquehanna Valley	Utica, Clinton & Binghamton	L. No.
1	Dollars 22,875	Dollars 5,339	Dollars 31,750	Dollars 300,000	Dollars 4,300	Dollars 15,400	Dollars 19,250	Dollars 3,500	Dollars .....	Dollars 240,000	Dollars 76,500	1
2	372	.....	261	.....	.....	.....	.....	.....	519	.....	1,454	2
3	450	.....	661	.....	750	399	256	.....	6	.....	943	3
4	22,053	5,339	30,828	300,000	3,550	15,001	18,994	3,500	525	240,000	74,102	4
5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
9	.....	.....	200	.....	.....	.....	.....	.....	1,313	.....	.....	9
10	.....	.....	.....	.....	.....	201	.....	.....	.....	.....	.....	10
11	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
12	.....	.....	200	.....	.....	201	.....	.....	1,313	.....	.....	12
13	22,053	5,339	31,028	300,000	3,550	15,202	18,994	3,500	788	240,000	74,102	13
14	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
17	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17
18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18
19	.....	64,000	.....	.....	1,800	.....	.....	.....	.....	.....	40,000	19
20	.....	.....	.....	.....	.....	.....	.....	.....	900	.....	.....	20
21	400	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
22	400	64,000	.....	.....	1,800	.....	.....	.....	900	.....	40,000	22
23	21,653	58,661	31,028	300,000	1,750	15,202	18,994	3,500	112	240,000	34,102	23
24	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	24
25	21,581	.....	31,500	300,000	1,000	15,080	18,900	3,500	.....	240,000	34,341	25
26	.....	.....	.....	.....	1,500	.....	.....	.....	.....	.....	.....	26
27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	27
28	21,581	.....	31,500	300,000	2,500	15,080	18,900	3,500	.....	240,000	34,341	28
29	72	58,661	472	.....	750	122	94	.....	112	.....	239	29
30	15,096	116,964	6,032	2,115,899	10,654	92,417	6,745	.....	42,682	.....	54,147	30
31	.....	1	798	12,87,252	.....	.....	.....	.....	.....	.....	589	31
32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32
33	.....	1,239	.....	13,39,961	.....	.....	.....	.....	.....	.....	.....	33
34	15,169	57,066	6,358	2,163,190	11,304	92,539	6,839	.....	42,569	.....	54,497	34

<sup>11</sup> Includes \$500 "Advance payment on next year's rent".<sup>12</sup> Includes \$2371 adjustment of appropriation for additions and betterments, and \$84,882 property sold at Syracuse charged to operating expenses when built.<sup>13</sup> Balance in open account transferred to The Delaware, Lackawanna and Western Railroad Company.

RAILROAD CORPORATIONS, JUNE 30, 1914 (*concluded*)

they are not segregated according to state lines.

L. No.	Item	Valley	Walkill Valley	Wellsville, Coudersport & Pine Creek	Western New York & Pennsylvania	West Shore	West Troy & Green Island	Wharton Valley	L. No.
		<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Total investment in road and equipment.....	1,186,441	1,012,151	107,471	60,074,281	73,169,069		145,000	1
2	Reserve for accrued depreciation, Cr.....				353,706				2
3	Net investment in road and equipment.....	1,186,441	1,012,151	107,471	59,720,575	73,169,069		145,000	3
4	Other permanent investments:								
5	Securities of system corporations.....				10				4
6	Advances to system corporations.....				4				5
7	Other securities.....				3,756				6
8	Physical property.....				269,820				7
9	Cash.....				5				8
10	Marketable securities.....				353,708				9
11	Miscellaneous bills and accounts receivable.....								10
12	Materials and supplies.....								11
13	Other working assets and accrued income.....							625	12
14	Temporary advances to system corporations.....		59,349						13
15	Other deferred debit items.....								14
16	Profit and loss, balance.....				14,807,394		3,200		15
17	Totals.....	1,186,441	1,071,500	107,476	75,155,267	73,169,069	3,200	145,625	16
18	Stocks.....	750,000	330,000	62,700	19,972,756	10,000,000	3,200	70,000	17
19	Permanent debt.....				29,718,512	50,000,000		75,000	18
20	Working and accrued liabilities.....	436,441		20,500	21,688,511	13,169,069		625	19
21	Deferred credit items.....		65,273						20
22	Appropriated surplus:								
23	Additions to prop. through income since June 30, '07.....				3,651,976				21
24	Other reserves from income or surplus.....				123,512				22
25	Profit and loss, balance.....		676,227	24,276					23

<sup>9</sup> Includes advances made by The Pennsylvania Railroad Company of \$20,- 359,575, which have been charged off through income or operating expenses by that company and are not carried by it as an asset; also includes \$81,729 advances by The Pennsylvania Railroad Company.

STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (*concluded*)to state lines. Figures in *italics* denote losses during year and deficits.

L. No.	Item	Valley	Walkill Valley	Wellsville, Coudersport & Pine Creek	Western New York & Pennsylvania	West Shore	West Troy & Green Island	Wharton Valley	L. No.
		<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Gross rent accrued from lease of road.....	37,500	13,475	1	166,040	2,000,000		3,750	1
2	Taxes chargeable to leased road.....								2
3	Administrative expenses.....								3
4	Income from lease of road.....	37,500	13,475	1	166,040	2,000,000		3,750	4
5	Other income:								
6	Net profit from miscellaneous physical property.....				44,319				5
7	Separately operated properties, net profit.....								6
8	Dividend income.....								7
9	Income from funded securities.....								8
10	Income from unfunded securities and accounts.....				540				9
11	All other income.....								10
12	Total other income.....				44,859				11
13	Gross income.....	37,500	13,475	1	210,899	2,000,000	Income account not reported	3,750	12
14	Deductions from gross income:								
15	Deductions for lease of other roads.....				15 689,875				13
16	Other rent deductions.....								14
17	Miscellaneous tax accruals.....								15
18	Net loss on miscellaneous physical property.....								16
19	Separately operated properties, net loss.....								17
20	Interest deductions for funded debt.....		1,925		905,676	2,000,000		3,750	18
21	Interest deductions for unfunded debt.....				568,535				19
22	Other deductions from gross income.....								20
23	Total deductions from gross income.....		1,925		2,164,085	2,000,000		3,750	21
24	Net income.....	37,500	11,550	1	1,953,186				22
25	Appropriations out of net income:								
26	To sinking and other reserve funds.....	37,500	11,550						23
27	Dividends.....				1,396,401				24
28	Additions, betterments, new lines, and extensions.....								25
29	Other appropriations.....								26
30	Total charges to net corporate income.....	37,500	11,550		1,396,401				27
31	Balance to profit and loss.....			1	3,349,587				28
32	Balance, profit and loss, June 30, 1913.....		96,227	2,649	11,456,337		3,200		29
33	Miscellaneous credits during year.....		13 580,000	16 21,626	3,814				30
34	Dividends charged to surplus.....								31
35	Miscellaneous debits during year.....				5,283				32
36	Balance, profit and loss, June 30, 1914.....		676,227	24,276	14,807,394		3,200		33

<sup>14</sup> Cancellation of first and second mortgage bonds amounting to \$259,000 and \$330,000 respectively.

<sup>15</sup> Includes \$180,124 for rent of tracks and terminals, and \$509,751 for hire of equipment.

<sup>16</sup> Liability for advances received for construction written off.



TABLE 103 L: MISCELLANEOUS PERMANENT INVESTMENTS AND MARKETABLE SECURITIES, LESSOR STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914

The figures given are for the corporation as a whole; they are not segregated according to state lines. The items shown are those included in the Balance Sheet, Table 101 L, under the heads "Other Permanent Investments" and "Marketable Securities". Only those corporations are included which report such items as held at some time during the year.

Name of corporation and class of investment	Characteristics of securities held		Par value of amount held	Date of acquisition	Actual money cost	Book value	Income accrued during year
	Rate of int. or contract-ual div.	Date of maturity					
<b>Albany and Susquehanna:</b>							
Marketable securities:							
New York City bonds.....	4.25		25,000	Dec 22, 1913	25,070	25,070	531
<b>Albany and Vermont:</b>							
Marketable securities:							
West Shore R.R. Co. bonds.....	4	2361	5,000	Mar 1, 1911	5,023	5,000	200
<b>Erie Terminals:</b>							
Securities of system corporations, pledged:							
Erie and Jersey R.R. Co. stock.....			600,000	1907	600,000	600,000	24,000
<b>Fitchburg:</b>							
Other permanent investments in securities, unpledged:							
Stocks:							
Troy Union R.R. Co.....			7,500	May 3, 1887	<sup>1</sup> .....	<sup>1</sup> .....	<sup>3</sup> .....
Connecticut River Bridge Co.....			10,000	Jan 1, 1874	<sup>2</sup> .....	<sup>2</sup> .....	<sup>3</sup> .....
Conway Electric Street Ry. Co.....			59,200	Dec, 1908			
Bonds:							
Conway Electric Street Ry. Co.....	4	Jul 1, 1930	35,000	Jun, 1910	35,000	35,000	<sup>3</sup> .....
Conway Electric Street Ry. Co.....	5	Jan 1, 1924	65,000	Dec, 1908	65,000	65,000	<sup>3</sup> .....
Miscellaneous securities:							
Conway Electric Street Ry. Co.....	4	<sup>4</sup> Demand	27,000	Dec, 1908	27,000	27,000	<sup>3</sup> .....
Conway Electric Street Ry. Co.....	Cur.	<sup>4</sup> Demand	8,607	Jun, 1910	8,607	8,607	<sup>3</sup> .....
Permanent investments in physical property:							
Conway land and water rights.....				1908	8,263	8,263	
<b>New York and Harlem:</b>							
Permanent investments in physical property:							
Real estate.....				Mar 2, 1896	138,434	138,434	
Marketable securities:							
Pech Creek R.R. Co. stock.....	4	J, A, J, O	50,000	Jun 28, 1899	53,298	53,298	2,000
<b>Northern Railroad Co. of New Jersey:</b>							
Securities of system corporations, pledged:							
Nyack and Northern R.R. Co. bonds.....		Jan 1, 1900	150,000	Jun, 1900	151,600	154,639	
<b>Nyack and Southern:</b>							
Erie R.R. Co. advances.....						5,000	
<b>Rensselaer and Saratoga:</b>							
Securities of system corporations, unpledged:							
Lake Champlain Transportation Co. stock.....			95,450			350,448	<sup>5</sup> .....
Troy Union R.R. Co. stock.....			7,500			125,000	<sup>5</sup> .....
Advances to system corporations:							
Construction of Glens Falls R.R.....						456,431	
Construction of Salem and Rutland R.R.....						150,632	
Marketable securities:							
Bonds:							
West Shore R.R. Co.....	4	2361	10,000	Jun 2, 1892	10,519	10,000	400
West Shore R.R. Co.....	4	2361	10,000	Mar 3, 1911	10,059	10,000	400
New York City.....	4	1955	42,000	Jul 11, 1907	42,274	42,000	1,680
New York City.....	4	1955	8,000	Feb 19, 1908	7,967	8,000	320
<b>Saratoga and Schenectady:</b>							
Marketable securities:							
West Shore R.R. Co. bonds.....	4	2361	5,000	Jan 10, 1890	5,306	5,000	200
<b>Union Terminal Railroad of Buffalo:</b>							
Permanent investments in physical property:							
Real estate, Buffalo.....					130,000	130,000	
Miscellaneous securities, unpledged:							
Real estate mortgage.....	3.5	Jan 1, 1905	37,500	Jan 1, 1895	37,500	37,500	1,313
<b>Western New York and Pennsylvania:</b>							
Securities of system corporations, pledged:							
Stocks:							
Bradford R.R. Co.....			7,700	Jul 1, 1911	<sup>7</sup> .....	2	
Glean, Bradford and Warren R.R. Co.....			150,000	Apr 1, 1895	<sup>6</sup> .....	1	
Rochester, New York and Pennsylvania R.R. Co.....			1,500,000	Apr 1, 1895	<sup>6</sup> .....	1	
Union Terminal R.R. Co. of Buffalo.....			300,000	Apr 1, 1895	<sup>6</sup> .....	1	
Pennsylvania and Rochester R.R. Co.....			1,163,700	Nov 16, 1912	<sup>7</sup> .....	4	
Bonds:							
Union Terminal R.R. Co. of Buffalo.....	6	Jun 12, 1914	1,000,000	Apr 1, 1895	<sup>6</sup> .....	1	
Permanent investments in physical property:							
Land in Michigan.....						3,750	
Other permanent investments in securities, pledged:							
Stocks:							
Buffalo Coal Co.....			1,000,000	Apr 1, 1895	<sup>6</sup> .....	1	
Northwestern Coal and Iron Co.....			250,000	Apr 1, 1895	<sup>6</sup> .....	1	
Bonds:							
Buffalo Coal Co. 1st mtge.....	6	Jan 1, 1902	1,000,000	Apr 1, 1895	<sup>6</sup> .....	1	
Northwestern Coal and Iron Co.....	6	Jul 1, 1913	703,000	Apr 1, 1895	<sup>6</sup> .....	1	
<b>West Shore:</b>							
Securities of system corporations, unpledged:							
Stocks:							
Wallkill Valley R.R. Co.....	3.5		330,000	<sup>8</sup> .....	<sup>8</sup> .....		<sup>9</sup> 11,550
Bonds:							
Wallkill Valley R.R. Co. 1st mtge.....	3.5	1917	250,000	<sup>8</sup> .....	<sup>8</sup> .....		<sup>9</sup> 4,375
Wallkill Valley R.R. Co. 2nd mtge.....	3.5	1917	330,000	<sup>8</sup> .....	<sup>8</sup> .....		<sup>9</sup> 5,775
Miscellaneous securities, pledged:							
New York, Ontario and Western Ry. Co. stock.....			1,000	<sup>8</sup> .....	<sup>8</sup> .....		<sup>9</sup> 60
<b>Totals.....</b>						2,451,092	52,804

<sup>1</sup> Cost included in "Investment to June 30, 1907, road".

<sup>2</sup> Owned by Vermont and Massachusetts Railroad Company, whose road is leased to Fitchburg Railroad Company and by it sub-leased to Boston and Maine Railroad.

<sup>3</sup> All income accrues to Boston and Maine Railroad.

<sup>4</sup> Although demand notes in form, included in permanent investments pursuant to an understanding that payment will not be immediately required.

<sup>5</sup> All income accrues to The Delaware and Hudson Company, lessee.

<sup>6</sup> "No actual money cost; turned over to Western New York and Pennsylvania Railway Company at organization under reconstruction plan."

<sup>7</sup> "No actual money cost; securities for which these were received were turned over to Western New York and Pennsylvania Railway Company at organization under reconstruction plan."

<sup>8</sup> Taken over from former company, New York, West Shore and Buffalo Railway Company.

<sup>9</sup> "Received by The New York Central and Hudson River Railroad Company, lessee, which holds securities described for respondent; applied directly to reduction of construction account."

TABLE 104 L a: GROSS INVESTMENT IN ROAD AND EQUIPMENT, LESSOR STEAM RAILROAD CORPORATIONS,  
YEAR ENDED JUNE 30, 1914

Only those corporations are included which report expenditures for road or equipment since June 30, 1907. The figures given are for the corporation as a whole; they are not segregated according to state lines. Figures in *italics* denote credits.

Line No.	Item	Boston & Albany		Buffalo Creek		Campbell Hall Connecting	Dolgeville & Salisbury	Ellenville & Kingston	Line No.
		During year	Since June 30, 1907	During year	Since June 30, 1907	Since June 30, 1907	Since June 30, 1907	Since June 30, 1907	
	<i>Direct and general expenditures for road:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Direct expenditures for road.....	1,195,076	14,554,652	181,339	581,362	2,668	147,997	26,522	1
2	General expenditures.....	9,006	37,539	6,940	27,042	.....	3,897	24	2
3	Total direct and general expenditures.....	1,204,082	14,592,212	174,399	608,404	2,668	151,894	26,499	3
			Total June 30, 1914		Total June 30, 1914	Total June 30, 1914	Total June 30, 1914	Total June 30, 1914	
	<i>Expenditures for equipment:</i>								
4	Steam locomotives.....		1,315,000	49,038	218,991	.....	.....	.....	4
5	Passenger-train cars.....		488,000	.....	.....	.....	.....	.....	5
6	Freight-train cars.....		1,769,400	.....	.....	.....	.....	.....	6
7	Work equipment.....		1,391	.....	.....	.....	.....	.....	7
8	Total expenditures for equipment.....		3,573,791	49,038	218,991	.....	.....	.....	8
9	Expenditures for road since June 30, 1907.....		14,592,212	.....	608,404	2,668	151,894	26,499	9
10	Expenditures for road prior to July 1, 1907.....		30,608,213	.....	1,257,151	626,580	.....	923,501	10
11	Total ex. for road to June 30, 1914.....		45,200,425	.....	1,865,555	629,248	151,894	950,000	11
12	Total ex. for eqpt. to June 30, 1914.....		3,573,791	.....	218,991	.....	.....	.....	12
13	Total ex. for rd. and eqpt. to June 30, 1914.....		48,774,216	.....	2,084,546	629,248	151,894	950,000	13

Line No.	Item	Elmira & Lake Ontario		Elmira & Williamsport		Erie & Jersey		Line No.
		During year	Since June 30, 1907	During year	Since June 30, 1907	During year	Since June 30, 1907	
	<i>Direct and general expenditures for road:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Direct expenditures for road.....	11,855	161,682	27,076	102,064	3,231	4,021,477	1
2	General expenditures.....	.....	123	.....	.....	203	376,430	2
3	Total direct and general expenditures.....	11,855	161,805	27,076	102,064	3,434	4,397,907	3
			Total June 30, 1914		Total June 30, 1914		Total June 30, 1914	
	<i>Expenditures for equipment:</i>							
4	Steam locomotives.....	.....	.....	.....	150,000	.....	.....	4
5	Passenger-train cars.....	.....	.....	.....	18,400	.....	.....	5
6	Freight-train cars.....	.....	.....	.....	183,600	.....	.....	6
7	Work equipment.....	.....	.....	.....	.....	.....	.....	7
8	Total expenditures for equipment.....	.....	.....	.....	352,000	.....	.....	8
9	Expenditures for road since June 30, 1907.....	.....	161,805	.....	102,064	.....	4,397,907	9
10	Expenditures for road prior to July 1, 1907.....	.....	2,000,060	.....	2,181,000	.....	3,081,061	10
11	Total ex. for road to June 30, 1914.....	.....	2,161,805	.....	2,283,064	.....	7,478,968	11
12	Total ex. for eqpt. to June 30, 1914.....	.....	.....	.....	352,000	.....	.....	12
13	Total ex. for rd. and eqpt. to June 30, 1914.....	.....	2,161,805	.....	2,635,064	.....	7,478,968	13

Line No.	Item	Erie Terminals		Fitchburg		Genesee River		Line No.
		During year	Since June 30, 1907	During year	Since June 30, 1907	During year	Since June 30, 1907	
	<i>Direct and general expenditures for road:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Direct expenditures for road.....	795	858,511	1,146,702	6,602,287	6,365	4,687,004	1
2	General expenditures.....	54	4,016	.....	668	122	794,870	2
3	Total direct and general expenditures.....	741	862,528	1,146,702	6,602,955	6,244	5,481,874	3
			Total June 30, 1914		Total June 30, 1914		Total June 30, 1914	
	<i>Expenditures for equipment:</i>							
4	Steam locomotives.....	.....	.....	.....	1,431,848	.....	.....	4
5	Passenger-train cars.....	.....	.....	.....	737,124	.....	.....	5
6	Freight-train cars.....	.....	.....	.....	1,659,383	.....	.....	6
7	Work equipment.....	.....	.....	.....	.....	.....	405	7
8	Total expenditures for equipment.....	.....	.....	.....	3,828,354	.....	405	8
9	Expenditures for road since June 30, 1907.....	.....	862,528	.....	6,602,955	.....	5,481,874	9
10	Expenditures for road prior to July 1, 1907.....	.....	114,743	.....	1,42,869,179	.....	1,250,995	10
11	Total ex. for road to June 30, 1914.....	.....	977,271	.....	49,472,134	.....	6,732,869	11
12	Total ex. for eqpt. to June 30, 1914.....	.....	.....	.....	3,828,354	.....	405	12
13	Total ex. for rd. and eqpt. to June 30, 1914.....	.....	977,271	.....	53,300,488	.....	6,733,274	13

<sup>1</sup> During the year \$895,552, heretofore included in "Advances to system corporations for construction, equipment, and betterments," was transferred to and distributed among cost of road accounts in "Investment to June 30, 1907 road".



TABLE 104 L a: GROSS INVESTMENT IN ROAD AND EQUIPMENT, LESSOR STEAM RAILROAD CORPORATIONS,  
YEAR ENDED JUNE 30, 1914 (continued)

Only those corporations are included which report expenditures for road or equipment since June 30, 1907. The figures given are for the corporation as a whole; they are not segregated according to state lines. Figures in *italics* denote credits.

Line No.	Item	Geneva, Corning & Southern		Greene	Halite & Northern		Harlem River & Port Chester		Line No.
		During year	Since June 30, 1907	Since June 30, 1907	During year	Since June 30, 1907	During year	Since June 30, 1907	
	<i>Direct and general expenditures for road:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Direct expenditures for road.....	229,725	14,017,135	7,059	4,954	95,313	385,735	12,372,319	1
2	General expenditures.....		307			5,943	2,890	281,360	2
3	Total direct and general expenditures.....	229,725	14,017,442	7,059	4,954	101,256	388,625	12,653,679	3
			Total June 30, 1914	Total June 30, 1914		Total June 30, 1914		Total June 30, 1914	
	<i>Expenditures for equipment:</i>								
4	Steam locomotives.....					8,184			4
5	Passenger-train cars.....								5
6	Freight-train cars.....								6
7	Work equipment.....								7
8	Total expenditures for equipment.....		2,276,030			8,184			8
9	Expenditures for road since June 30, 1907.....		14,017,442	7,059		101,256		12,653,679	9
10	Expenditures for road prior to July 1, 1907.....			400,000				12,932,423	10
11	Total ex. for road to June 30, 1914.....		14,017,442	407,059		101,256		25,586,102	11
12	Total ex. for eqpt. to June 30, 1914.....		2,276,030			8,184		2,000,000	12
13	Total ex. for rd. and eqpt. to June 30, 1914.....		16,293,472	407,059		109,440		25,586,102	13

Line No.	Item	Hartford & Connecticut Western		Lehigh & New York		Lehigh Valley		Line No.
		During year	Since June 30, 1907	During year	Since June 30, 1907	During year	Since June 30, 1907	
	<i>Direct and general expenditures for road:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Direct expenditures for road.....	5,631	676,119	23,290	105,878	1,071,644	3,704,256	1
2	General expenditures.....						11,971	2
3	Total direct and general expenditures.....	5,631	676,119	23,290	105,878	1,071,644	2,716,227	3
			Total June 30, 1914		Total June 30, 1914		Total June 30, 1914	
	<i>Expenditures for equipment:</i>							
4	Steam locomotives.....				9,388		145,642	4
5	Passenger-train cars.....			55	13,815		37,540	5
6	Freight-train cars.....			25	159,640		1,421,380	6
7	Work equipment.....				6,949			7
8	Total expenditures for equipment.....			80	199,292		1,604,562	8
9	Expenditures for road since June 30, 1907.....		676,119		105,878		3,716,227	9
10	Expenditures for road prior to July 1, 1907.....		3,497,404		5,490,384		30,817,013	10
11	Total ex. for road to June 30, 1914.....		4,173,523		5,596,261		34,533,240	11
12	Total ex. for eqpt. to June 30, 1914.....		209,125		199,292		1,604,562	12
13	Total ex. for rd. and eqpt. to June 30, 1914.....		4,382,648		5,795,553		36,137,802	13

Line No.	Item	New York & Harlem		New York, Lackawanna & Western		Ontario, Carbondale & Scranton		Line No.
		During year	Since June 30, 1907	During year	Since June 30, 1907	During year	Since June 30, 1907	
	<i>Direct and general expenditures for road:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Direct expenditures for road.....	653,215	394,682	366,229	643,584	350	3,340	1
2	General expenditures.....							2
3	Total direct and general expenditures.....	653,215	394,682	366,229	643,584	350	3,340	3
			Total June 30, 1914		Total June 30, 1914		Total June 30, 1914	
	<i>Expenditures for equipment:</i>							
4	Steam locomotives.....				1,228,627			4
5	Passenger-train cars.....				242,163			5
6	Freight-train cars.....				4,028,846			6
7	Work equipment.....				101,846			7
8	Total expenditures for equipment.....		1,386,319		5,601,482			8
9	Expenditures for road since June 30, 1907.....		394,682		643,584		3,340	9
10	Expenditures for road prior to July 1, 1907.....		20,834,408		26,562,724		3,803,316	10
11	Total ex. for road to June 30, 1914.....		21,229,090		27,206,308		3,806,656	11
12	Total ex. for eqpt. to June 30, 1914.....		1,386,319		5,601,482			12
13	Total ex. for rd. and eqpt. to June 30, 1914.....		22,615,408		32,807,790		3,806,656	13

<sup>2</sup> Respondent's report excludes \$3,347,060 from its detailed statement of investment in road and equipment although including that amount in the general balance sheet statement under "Total investment in road and equipment," for the reason that the sum in question represents expenditures made by the Harlem River and Port Chester Railroad Company for The New York, New Haven and Hartford Railroad Company, lessee, and is included in the total investment in road and equipment reported by the latter.

<sup>3</sup> Represents "equipment and personal property" leased to Central New England Railway Company and also included in assets reported by that company.

<sup>4</sup> Includes \$9500 floating equipment.

<sup>5</sup> Adjustment entry made to restore to railway land investment the cost of lands reduced by erroneously applying to the cost of the remaining property profits realized on real estate sold some years ago.

TABLE 104 L a: GROSS INVESTMENT IN ROAD AND EQUIPMENT, LESSOR STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (concluded)

Only those corporations are included which report expenditures for road or equipment since June 30, 1907. The figures given are for the corporation as a whole; they are not segregated according to state lines. Figures in *italics* denote *credits*.

Line No.	Item	Oswego & Syracuse		Pochuck	St. Lawrence & Adirondack		Syracuse, Binghamton & New York		Line No.
		During year	Since June 30, 1907	Since June 30, 1907	During year	Since June 30, 1907	During year	Since June 30, 1907	
	<i>Direct and general expenditures for road:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Direct expenditures for road.....	51	7,993	563	76,388	189,415	237	200,018	1
2	General expenditures.....					4			2
3	Total direct and general expenditures.....	51	7,993	563	76,388	189,420	237	200,018	3
			Total June 30, 1914	Total June 30, 1914		Total June 30, 1914		Total June 30, 1914	
	<i>Expenditures for equipment:</i>								
4	Steam locomotives.....		112,030					120,852	4
5	Passenger-train cars.....		71,276		165			24,818	5
6	Freight-train cars.....		334,798					401,615	6
7	Work equipment.....		4,325					6,942	7
8	Total expenditures for equipment.....		522,429		165	90,571		554,227	8
9	Expenditures for road since June 30, 1907.....		7,993	563		189,420		200,018	9
10	Expenditures for road prior to July 1, 1907.....		1,876,503	39,409		2,805,227		4,144,086	10
11	Total ex. for road to June 30, 1914.....		1,884,495	38,847		2,994,647		4,344,104	11
12	Total ex. for eqpt. to June 30, 1914.....		522,429			90,571		554,227	12
13	Total ex. for rd. and eqpt. to June 30, 1914.....		2,406,922	38,847		3,085,218		4,890,331	1

Line No.	Item	Union Terminal, City of Buffalo		Utica, Chenango & Susquehanna Valley		Valley		Line No.
		During year	Since June 30, 1907	During year	Since June 30, 1907	During year	Since June 30, 1907	
	<i>Direct and general expenditures for road:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Direct expenditures for road.....	22,436	176,230	108	3,383	1	29,598	1
2	General expenditures.....							2
3	Total direct and general expenditures.....	22,436	176,230	108	3,383	1	29,598	3
			Total June 30, 1914		Total June 30, 1914		Total June 30, 1914	
	<i>Expenditures for equipment:</i>							
4	Steam locomotives.....				132,920			4
5	Passenger-train cars.....				53,200			5
6	Freight-train cars.....						42,000	6
7	Work equipment.....				1,806			7
8	Total expenditures for equipment.....				187,926		42,000	8
9	Expenditures for road since June 30, 1907.....		176,230		3,383		29,598	9
10	Expenditures for road prior to July 1, 1907.....		1,293,564		3,840,572		1,114,843	10
11	Total ex. for road to June 30, 1914.....		1,469,794		3,843,955		1,144,441	11
12	Total ex. for eqpt. to June 30, 1914.....				187,926		42,000	12
13	Total ex. for rd. and eqpt. to June 30, 1914.....		1,469,794		4,031,881		1,186,441	13

Line No.	Item	Wallkill Valley		Wellsville, Coudersport & Pine Creek	Western New York & Pennsylvania		West Shore		Line No.
		During year	Since June 30, 1907	Since June 30, 1907	During year	Since June 30, 1907	During year	Since June 30, 1907	
	<i>Direct and general expenditures for road:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Direct expenditures for road.....	13,671	65,273	4,056	1,206,987	3,820,947	1,022,434	7,810,986	1
2	General expenditures.....					1,121	19	2,885	2
3	Total direct and general expenditures.....	13,671	65,273	4,056	1,206,987	3,819,826	1,022,453	7,813,871	3
			Total June 30, 1914	Total June 30, 1914		Total June 30, 1914		Total June 30, 1914	
	<i>Expenditures for equipment:</i>								
4	Steam locomotives.....		25,004		46,360				4
5	Passenger-train cars.....		16,293		11,065				5
6	Freight-train cars.....		10,297		77,765				6
7	Work equipment.....				2,759				7
8	Total expenditures for equipment.....		51,594		110,301	5,243,846			8
9	Expenditures for road since June 30, 1907.....		65,273	4,056		3,819,826		7,813,871	9
10	Expenditures for road prior to July 1, 1907.....		895,283	103,415		51,010,609		765,355,198	10
11	Total ex. for road to June 30, 1914.....		960,556	107,471		54,830,435		773,169,069	11
12	Total ex. for eqpt. to June 30, 1914.....		51,594			5,243,846			12
13	Total ex. for rd. and eqpt. to June 30, 1914.....		1,012,151	107,471		60,074,281		773,169,069	13

\* Of this amount, details are given only for expenditures since June 30, 1907.

† Cost of road and equipment not separately recorded.



TABLE 104 L b: COST OF ROAD AND EQUIPMENT PER MILE OWNED, LESSOR STEAM RAILROAD CORPORATIONS,  
JUNE 30, 1914

The figures given are for the corporation as a whole; they are not segregated according to state lines.

Name of corporation	Length of road owned	Average cost per mile owned		
		Road and equipment	Road	Equipment
	Miles	Dollars	Dollars	Dollars
Addison and Susquehanna	9.73		11,400	None
Addison	14.61		34,223	None
Albany and Susquehanna	142.59	99,592	66,222	33,370
Albany and Vermont	12.18	49,261	13,333	None
Amsterdam, Chuctanunda and Northern	1.50			None
Avon, Genesee and Mount Morris	17.70		12,712	None
Boston and Albany	303.92	160,484	148,725	11,759
Buffalo, Bradford and Pittsburgh	31.41		99,150	None
Buffalo Creek	5.70	365,710	327,290	38,419
Buffalo Creek Transfer	1.10	27,273		
Cairo	3.77	12,940	11,287	1,653
Campbell Hall Connecting	4.11		153,102	None
Cayuga and Susquehanna	34.41	17,437	15,125	2,312
Central Dock and Terminal	.39		1,423,870	None
Chateaugay and Lake Placid	79.61		43,337	None
Coneus Lake	1.61	16,788	14,811	1,977
Cooperstown and Susquehanna Valley	19.48	24,743	22,979	1,764
Dolgeville and Salisbury	3.89		39,047	None
Dunkirk, Allegheny Valley and Pittsburgh	90.51	46,404	34,160	None
Ellenville and Kingston	27.81			None
Elmira and Lake Ontario	99.72		21,679	None
Elmira and Williamsport	73.49	35,856	31,066	4,790
Elmira State Line	6.51		29,063	None
Erie and Black Rock	1.14		33,834	None
Erie and Central New York	18.31		13,757	None
Erie and Jersey	38.60		193,756	None
Erie Terminals	1.27		769,504	None
Fitchburg	394.14	135,232	125,519	9,713
Genesee River	32.60	206,542	206,530	12
Geneva, Corning and Southern	231.66	70,334	60,509	9,825
Gloversville and Broadalbin	6.15		14,634	None
Goshen and Deekertown	11.64		29,441	None
Greene	8.10		50,254	None
Halite and Northern	3.20	34,200	31,643	2,557
Harlem and Port Chester	11.28		2,268,271	None
Hartford and Connecticut Western	123.96	35,356	33,668	1,687
Lehigh and New York	115.37	50,234	48,508	1,727
Lehigh Valley	514.95	70,177	67,061	3,116
Long Island, North Shore Branch	30.24		52,852	None
Middletown and Crawford	10.22		18,919	None
Montgomery and Erie	10.43		31,352	None
New Jersey and New York Extension	2.37		81,224	None
New York and Harlem	2 146.30	154,582	145,107	9,476
New York, Lackawanna and Western	214.44	152,993	126,871	26,121
Northern Railroad of New Jersey	21.54		79,248	None
Nyack and Southern	4.51		9,978	None
Nypano	421.39		113,909	None
Ontario, Carbondale and Seranton	73.15		52,039	None
Oswego and Syracuse	34.98	68,809	53,874	14,935
Peekskill Connecting	3.70		21,638	None
Poeluck	4.39		8,849	None
Port Jervis, Monticello and Summitville	38.20		14,660	None
Rensselaer and Saratoga	3 151.14	72,234	63,317	8,917
Rochester and Genesee Valley	18.40		30,174	None
Rome and Clinton	12.78		28,169	None
St. Lawrence and Adirondack	43.07	71,633	69,530	2,103
Saratoga and Schenectady	21.65	20,785		
Syracuse, Binghamton and New York	80.95	60,511	53,664	6,847
Ticonderoga	2.50		24,000	None
Troy and Bennington	5.04		47,015	None
Troy and Greenbush	5.56	49,460		
Union	.81		61,728	None
Union Terminal of the City of Buffalo	2.32		633,532	None
Utica, Chenango and Susquehanna	97.41	41,391	39,462	1,929
Utica, Clinton and Binghamton	4 40.83	41,405		None
Valley	11.10	106,887	103,103	3,784
Wallkill Valley	32.88	30,783	29,214	1,569
Wellsville, Coudersport and Pine Creek	10.11		10,630	None
Western New York and Pennsylvania	598.25	100,416	91,651	8,765
West Shore	479.11	152,719		
West Troy and Green Island	3 1.08			
Wharton Valley	6.85		21,168	None

<sup>1</sup> Cost of road and equipment not separately recorded.

<sup>2</sup> Includes 9.80 miles of electric railway.

<sup>3</sup> "The West Troy and Green Island railroad was built and is now owned by the Rensselaer and Saratoga Railroad Company," and as part of that property is leased to The Delaware and Hudson Company; it would therefore appear

that the mileage and cost of road of Rensselaer and Saratoga Railroad Company includes the mileage and cost of road of West Troy and Green Island Railroad Company.

<sup>4</sup> Includes 9.53 miles of electric railway.

TABLE 105 L a: PERMANENT DEBT, LESSOR STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914

The figures given are for the actually outstanding debt (*i. e.* securities not held by or for the issuing corporation) of the corporation as a whole. They are not segregated according to state lines nor with regard to railroad operations and other operations. Only those corporations are included which report permanent debt outstanding at some time during the year.

The amount shown under "Par value authorized" is the amount already legally issued in addition to the amount which the respondent claims may be issued without further approval by state or other public authority.

Name of corporation and of securities outstanding	Dates		Interest provisions		Par value		Interest		
	Nominal issue	Maturity	Rate	Dates payable	Authorized	Actually outstanding June 30, 1914	Accrued during year	Paid during year	Matured and unpaid at close of year <sup>1</sup>
<b>Albany and Susquehanna:</b>									
First mortgage gold bonds	1906	1946	3.5	Apr & Oct	10,000,000	10,000,000	350,000	350,000	.....
<b>Boston and Albany:</b>									
Plain bonds	1893	1913	4	Apr & Oct	5,000,000	.....	36,270	72,540	.....
Plain bonds, refunding	1902	1952	3.5	Apr & Oct	3,858,000	3,858,000	135,030	135,030	.....
Plain bonds, terminal	1901	1951	3.5	Jan & Jul	1,000,000	1,000,000	35,000	35,000	17,500
Plain bonds, improvement	1908	1933	4	May & Nov	7,000,000	7,000,000	280,000	280,000	.....
Plain bonds, improvement	1909	1934	4	May & Nov	4,500,000	4,500,000	180,000	180,000	.....
Plain bonds, improvement	1910	1935	4	May & Nov	2,000,000	2,000,000	80,000	80,000	.....
Plain bonds, improvement	1912	1937	4.5	Jan & Jul	1,000,000	1,000,000	45,000	45,000	22,500
Plain bonds, improvement	1913	1938	5	Jan & Jul	2,015,000	2,015,000	100,750	50,375	50,375
Plain bonds, improvement	1913	1963	5	Apr & Oct	3,627,000	3,627,000	136,013	90,675	.....
<b>Buffalo Creek:</b>									
Second mortgage bonds	1891	1941	5	Jan & Jul	1,000,000	1,000,000	50,000	50,000	25,000
First refunding mortgage bonds	1911	1961	5	Jan & Jul	5,000,000	.....	50,000	50,000	25,000
<b>Buffalo Creek Transfer:</b>									
Mortgage	.....	.....	.....	.....	.....	<sup>2</sup> 25,000	.....	.....	.....
<b>Cairo:</b>									
First mortgage bonds	1885	1905	6	May & Nov	25,000	25,000	1,500	1,500	.....
<b>Campbell Hall Connecting:</b>									
First mortgage loan	1889	1939	5	Feb & Aug	500,000	500,000	<sup>3</sup> .....	<sup>3</sup> .....	.....
Obligations for advances reed. for constr., eqpt., and betmts.	.....	.....	.....	.....	.....	4,248	.....	.....	.....
<b>Chateaugay and Lake Placid:</b>									
Saranac and Lake Placid Ry. Co. 1st mtge. bonds	1893	1913	5	May & Nov	120,000	.....	2,000	2,000	.....
Saranac and Lake Placid Ry. Co. 2nd mtge. bonds	1896	1913	5	May & Nov	24,000	.....	400	400	.....
<b>Conesus Lake:</b>									
Obligations for advances reed. for constr., eqpt., and betmts.	.....	.....	.....	.....	.....	9,144	.....	.....	.....
<b>Cooperstown and Susquehanna Valley:</b>									
First mortgage bonds	1888	1918	5	May & Nov	200,000	200,000	10,000	10,000	.....
<b>Dolgeville and Salisbury:</b>									
Obligations for advances reed. for constr., eqpt., and betmts.	.....	.....	.....	.....	.....	1,894	.....	.....	.....
<b>Dunkirk, Allegheny Valley and Pittsburgh:</b>									
First mortgage bonds	1911	1960	4.5	Feb & Aug	2,900,000	2,900,000	130,500	130,500	.....
<b>Ellenville and Kingston:</b>									
First mortgage bonds	1905	1955	4	Jan & Jul	650,000	650,000	26,000	26,000	13,000
<b>Elmira and Lake Ontario:</b>									
Sodus Bay and Southern R.R. 1st mtge bonds	1884	1924	5	Jan & Jul	500,000	500,000	25,000	24,750	12,900
<b>Elmira and Williamsport:</b>									
First mortgage bonds	1860	1950	4	Jan & Jul	1,000,000	963,000	38,520	38,520	19,260
Income bonds	1863	2862	5	Apr & Oct	570,000	569,500	28,475	28,475	.....
<b>Erie and Black Rock:</b>									
Obligations for advances reed. for constr., eqpt., and betmts.	.....	.....	.....	.....	.....	28,970	.....	.....	.....
<b>Erie and Jersey:</b>									
First mortgage bonds	1905	1955	4	Jan & Jul	10,000,000	7,400,000	<sup>4</sup> .....	<sup>4</sup> .....	.....
<b>Fitchburg:</b>									
Troy and Boston consolidated 1st mtge.	1874	1924	7	Jan & Jul	1,500,000	573,000	40,110	40,110	20,055
Fitchburg R.R. plain bonds	1895	1915	4	Mar & Sep	1,359,000	1,359,000	54,360	54,480	80
Fitchburg R.R. plain bonds	1896	1916	4	Jan & Jul	500,000	500,000	20,000	19,920	10,080
Fitchburg R.R. plain bonds	1890	1920	4	Jun & Dec	500,000	500,000	20,000	20,200	120
Fitchburg R.R. plain bonds	1900	1920	3.5	Apr & Oct	500,000	500,000	17,500	17,500	.....
Fitchburg R.R. plain bonds	1901	1921	3.5	Apr & Oct	1,775,000	1,775,000	62,125	62,037	105
Fitchburg R.R. plain bonds	1905	1925	4	May & Nov	3,660,000	3,660,000	146,400	146,320	540
Fitchburg R.R. plain bonds	1897	1927	4	Mar & Sep	2,750,000	2,750,000	110,000	109,820	1,140
Fitchburg R.R. plain bonds	1907	1927	4	Apr & Oct	2,000,000	2,000,000	80,000	79,960	60
Fitchburg R.R. plain bonds	1898	1928	4	Jan & Jul	1,450,000	1,450,000	58,000	57,980	29,020
Fitchburg R.R. plain bonds	1908	1928	4.5	May & Nov	2,400,000	2,400,000	108,000	112,703	990
Fitchburg R.R. plain bonds	1912	1932	4.5	Jan & Jul	1,200,000	1,200,000	54,000	53,910	27,090
Fitchburg R.R. plain bonds	1913	1933	4.5	Jan & Jul	400,000	400,000	18,000	18,000	9,000
Fitchburg R.R. plain bonds	1914	1934	5	Jan & Jul	1,872,000	1,872,000	46,800	.....	46,800
Fitchburg R.R. plain bonds	1887	1937	4	Feb & Aug	5,000,000	5,000,000	200,000	200,000	.....
Fitchburg R.R. plain bonds	1894	1914	4.5	May & Nov	500,000	.....	18,750	22,477	90
Bonds past due and retired	.....	.....	.....	.....	.....	.....	.....	.....	250
<b>Genesee River:</b>									
First mortgage bonds	1907	1957	4	Jan & Jul	6,000,000	6,000,000	240,000	240,000	.....
<b>Geneva, Corning and Southern:</b>									
Pine Creek Ry. Co. mortgage bonds	1885	1932	6	Jun & Dec	3,500,000	3,500,000	210,000	210,000	.....
First and refunding mortgage	1909	1959	4	May & Nov	3,744,000	<sup>5</sup> 600,000	<sup>5</sup> .....	<sup>5</sup> .....	.....
<b>Gloversville and Broadalbin:</b>									
First mortgage bonds	1895	1925	5	Feb & Aug	30,000	30,000	1,500	1,500	.....
<b>Goshen and Deckertown:</b>									
First mortgage bonds	1868	1928	6	Jan & Jul	186,500	186,500	11,190	11,190	5,595
Second mortgage bonds	1869	1929	6	May & Nov	60,000	60,000	3,600	3,600	.....
<b>Hartford and Connecticut Western:</b>									
First mortgage bonds	1903	1923	4.5	Jan & Jul	700,000	700,000	31,500	31,590	15,773
Obligations for advances reed. for constr., eqpt., and betmts.	.....	.....	.....	.....	.....	68,736	.....	.....	.....
<b>Lehigh and New York:</b>									
First mortgage bonds	1895	1945	4	Mar & Sep	2,000,000	2,000,000	80,000	80,000	.....
Obligations for advances reed. for constr., eqpt., and betmts.	.....	.....	.....	.....	.....	131,625	.....	.....	.....
<b>Lehigh Valley Rail Way:</b>									
Elmira, Cortland and Northern R.R. 1st pref. mtge. bonds	1884	1914	6	Apr & Oct	750,000	.....	33,750	33,750	.....
Elmira, Cortland and Northern R.R. mtge. bonds	1884	1914	5	Apr & Oct	1,250,000	.....	46,875	46,875	.....
Lehigh Valley Ry. Co. 1st mtge. bonds	1890	1940	4.5	Jan & Jul	15,000,000	15,000,000	675,000	675,000	.....
Middlesex Valley R.R. mtge. bonds	1892	1942	5	May & Nov	600,000	600,000	30,000	30,000	.....
Rochester Southern R.R. mtge. bonds	1895	1945	5	May & Nov	425,000	425,000	21,250	21,250	.....
Lehigh and Lake Erie R.R. mtge. bonds	1907	1957	4.5	Mar & Sep	3,000,000	3,000,000	135,000	135,000	.....
Seneca County Ry. mtge. bonds	1903	1983	5	Feb & Aug	500,000	500,000	25,000	25,000	.....
Debenture bonds	1910	1960	5	Jan & Jul	825,000	825,000	41,250	41,250	.....
Debenture bonds	1911	1961	5	Jan & Jul	297,000	297,000	14,850	14,850	.....
Debenture bonds	1912	1962	5	Jan & Jul	324,000	324,000	16,200	16,200	.....
Debenture bonds	1913	1963	5	Jan & Jul	717,000	717,000	35,850	35,850	.....
Debenture bonds	1914	1964	5	Jan & Jul	3,000,000	3,000,000	.....	.....	.....
Obligations for advances reed. for constr., eqpt., and betmts.	.....	.....	.....	.....	.....	25,261	.....	.....	.....

<sup>1</sup> This column shows matured interest unpaid as reported by corporations. It is evident in some cases that interest due July 1st has been included under this head; in other cases that such interest has not been included; while in still other instances the report does not show whether interest due July 1st has or has not been included.

<sup>2</sup> Mortgage given to Frank Williams and Company (sole stockholder), together with \$5000 cash realized upon issue of stock, in consideration for conveyance of railroad properties; there is no date of maturity for this mortgage; no interest on these bonds is reported accrued or paid.

<sup>3</sup> Entire issue owned by controlling corporation, Lehigh and New England Railroad Company; no interest accrued or paid.

<sup>4</sup> Interest paid direct to bondholders by Erie Terminals Railroad Company, which reports deductions of \$293,213 from its gross income for year on account of guaranteed interest on bonds of respondent.

<sup>5</sup> Mortgage issued in exchange for like par value of Syracuse, Geneva and Corning bonds to The New York Central and Hudson River Railroad Company; latter company has issued a like amount of Geneva, Corning and Southern bonds secured by such mortgage for which it assumes the primary liability. No interest is accrued or paid by Geneva, Corning and Southern Railroad Company.



TABLE 105 L a: PERMANENT DEBT, LESSOR STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (concluded)

The figures given are for the actually outstanding debt (i. e. securities not held by or for the issuing corporation) of the corporation as a whole. They are not segregated according to state lines nor with regard to railroad operations and other operations. Only those corporations are included which report permanent debt outstanding at some time during the year.

The amount shown under "Par value authorized" is the amount already legally issued in addition to the amount which the respondent claims may be issued without further approval by state or other public authority.

Name of corporation and of securities outstanding	Dates		Interest provisions		Par value		Interest		
	Nominal issue	Maturity	Rate	Dates payable	Authorized	Actually outstanding June 30, 1914	Accrued during year	Paid during year	Matured and unpaid at close of year <sup>1</sup>
<b>Long Island, North Shore Branch:</b>			%		Dollars	Dollars	Dollars	Dollars	Dollars
First mortgage bonds.....	1892	1932	5	J, A, J, O	1,500,000	1,425,000	71,250	71,387	18,450
<b>Middletown and Crawford:</b>									
First mortgage bonds.....	1891	1921	4.5	Apr & Oct	70,000	66,000	2,970	2,970	58
<b>Montgomery and Erie:</b>									
First mortgage bonds.....	1866	1926	5	May & Nov	130,000	130,000	6,500	6,500	.....
Second mortgage bonds.....	1867	1927	5	Apr & Oct	47,000	40,500	2,025	2,025	.....
<b>New York and Harlem:</b>									
Gold mortgage bonds.....	1900	2000	3.5	May & Nov	12,000,000	12,000,000	420,000	420,000	.....
<b>New York, Lackawanna and Western:</b>									
First mortgage bonds.....	1881	1921	6	Jan & Jul	12,000,000	12,000,000	720,000	720,000	.....
Construction mortgage bonds.....	1883	1923	5	Feb & Aug	5,000,000	5,000,000	250,000	250,000	.....
Terminal improvement mortgage bonds.....	1890	1923	4	May & Nov	5,000,000	5,000,000	200,000	200,000	.....
<b>Northern Railroad of New Jersey:</b>									
First mortgage bonds.....	1887	1947	6	Jan & Jul	.....	654,000	<sup>6</sup> .....	<sup>6</sup> .....	.....
General mortgage bonds.....	1900	2000	4.5	Jan & Jul	.....	154,000	<sup>6</sup> .....	<sup>6</sup> .....	.....
<b>Nypano:</b>									
New York, Pennsylvania and Ohio R.R. prior lien.....	1895	1935	4.5	Mar & Sep	8,000,000	8,000,000	<sup>7</sup> .....	<sup>7</sup> .....	.....
Nypano mortgage bonds.....	1896	1996	.....	.....	20,000,000	20,000,000	<sup>8</sup> .....	<sup>8</sup> .....	.....
<b>Ontario, Carbondale and Scranton:</b>									
First mortgage bonds.....	1889	1939	5	Jun & Dec	1,500,000	1,500,000	75,000	75,000	.....
<b>Oswego and Syracuse:</b>									
Guaranteed construction mortgage bonds.....	1883	1923	5	May & Nov	1,000,000	668,000	33,400	33,400	.....
<b>Peekskill Connecting:</b>									
Obligations for advances recd. for constr., eqpt., and betmts. ....	.....	.....	.....	.....	.....	40,061	.....	.....	.....
<b>Pochuck:</b>									
Obligations for advances recd. for constr., eqpt., and betmts. ....	.....	.....	.....	.....	.....	18,847	.....	.....	.....
<b>Port Jervis, Monticello and Summitville:</b>									
First mortgage bonds.....	1905	1955	4	Jan & Jul	450,000	450,000	18,000	18,000	9,000
<b>Rensselaer and Saratoga:</b>									
First mortgage bonds.....	1871	1921	7	May & Nov	2,000,000	2,000,000	140,000	140,000	.....
<b>St. Lawrence and Adirondack:</b>									
First mortgage bonds.....	1896	1996	5	Jan & Jul	800,000	800,000	40,000	40,000	.....
Second mortgage bonds.....	1896	1996	6	Apr & Oct	400,000	400,000	24,000	24,000	.....
<b>Ticonderoga:</b>									
First mortgage bonds.....	1891	1921	6	Jan 1	30,000	30,000	1,800	1,800	.....
<b>Utica, Clinton and Binghamton:</b>									
First mortgage bonds.....	1889	1939	5	Jan & Jul	800,000	800,000	40,000	40,000	20,000
<b>Wallkill Valley:</b>									
Second mortgage bonds.....	1877	1913	3.5	Mar & Sep	330,000	.....	1,925	1,925	.....
<b>Western New York and Pennsylvania:</b>									
First mortgage bonds.....	1887	1937	5	Jan & Jul	10,000,000	9,990,000	499,500	498,150	251,925
General mortgage bonds.....	1895	1943	4	Apr & Oct	10,000,000	10,000,000	400,000	397,140	17,895
Income bonds.....	1895	1943	5	Nov 1	10,000,000	9,605,000	.....	.....	.....
Pennsylvania Steel Equipment Improvement Trust (A).....	1906	<sup>9</sup> .....	4	J, A, J, O	.....	123,512	6,176	6,793	1,235
<b>West Shore:</b>									
First mortgage bonds.....	1886	2361	4	Jan & Jul	50,000,000	50,000,000	2,000,000	2,000,000	.....
<b>Wharton Valley:</b>									
First mortgage bonds.....	1888	1918	5	May & Nov	75,000	75,000	3,750	3,750	.....
<b>Totals.....</b>	.....	.....	.....	.....	.....	265,675,798	9,403,614	9,301,927	670,886

<sup>1</sup> This column shows matured interest unpaid as reported by corporations. It is evident in some cases that interest due July 1st has been included under this head; in other cases that such interest has not been included; while in still other instances the report does not show whether interest due July 1st has or has not been included.

<sup>6</sup> Interest paid direct to bondholders by Erie Railroad Company, which reports deductions of \$46,170 from its gross income for year on account of guaranteed interest on bonds of respondent.

<sup>7</sup> Interest paid direct to bondholders by Erie Railroad Company, which reports deductions of \$360,000 from its gross income for year on account of guaranteed interest on these bonds.

<sup>8</sup> Entire issue owned by controlling corporation, Erie Railroad Company; no interest accrued or paid.

<sup>9</sup> Obligations cover term of ten years, ten payments.

TABLE 105 L b: PERMANENT DEBT ISSUED OR ASSUMED, LESSOR STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914

This table does not include advances for capital expenditures. Only those corporations are included which report permanent debt actually issued or assumed during the year.

Name of corporation and of securities issued or assumed	Interest rate	Dates		New York State authority claimed	Par value				Average price realized per cent of par
		Authorization	Maturity		Authorized	Issued or assumed during year	Issued for cash	Issued for other consideration	
<b>Boston and Albany:</b>	%				Dollars	Dollars	Dollars	Dollars	
Plain bonds, improvement.....	5	Jun 23, 1913	1938	P. S. C. 2nd Dist. ....	2,015,000	2,015,000	6,025	.....	.....
Plain bonds, improvement.....	5	May 21, 1913	1963	P. S. C. 2nd Dist. ....	3,627,000	3,627,000	10,845	.....	.....
<b>Fitchburg:</b>									
Plain bonds.....	5	Mar 25, 1914	1934	P. S. C. 2nd Dist. ....	1,872,000	1,872,000	1,872,000	.....	100.00
<b>Geneva, Corning and Southern:</b>									
First and refunding mortgage.....	4	Jul 8, 1909	1959	P. S. C. 2nd Dist. ....	3,744,000	<sup>1</sup> 600,000	.....	<sup>1</sup> 600,000	.....
<b>Lehigh Valley Rail Way:</b>									
Debenture bonds.....	5	Jun 24, 1914	1964	P. S. C. 2nd Dist. ....	3,000,000	<sup>2</sup> 3,000,000	.....	<sup>2</sup> 3,000,000	.....

<sup>1</sup> Mortgage issued in exchange for like par value of Syracuse, Geneva and Corning bonds to The New York Central and Hudson River Railroad Company; latter company has issued a like amount of Geneva, Corning and Southern bonds secured by such mortgage for which it assumes the primary liability. No interest is accrued or paid by Geneva, Corning and Southern Railroad Company.

<sup>2</sup> "Issued to Lehigh Valley Railroad Company in reimbursement for advances for additions and betterments to property and retirement of Elmira, Cortland and Northern Railroad bonds."

TABLE 106 L a: CAPITAL STOCKS, LESSOR STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914

The figures given are for the actually outstanding capital stocks (i. e. stocks not held by or for the issuing corporation) of the corporation as a whole; they are not segregated according to state lines nor with regard to railroad operations and other operations. Stock not otherwise specifically described is common.

The amount shown under "Par value authorized" is the amount already legally issued in addition to the amount which the respondent claims may be issued without further approval by state or other public authority.

Name of corporation and class of stock	Par value		Cash realized on amount issued	Par value actually outstanding June 30, 1914	Dividends declared during year	
	Authorized	Actually issued			Rate	Amount
	Dollars	Dollars	Dollars	Dollars	%	Dollars
Addison and Susquehanna.....	100,000	100,000	1	100,000		
Addison.....	500,000	500,000		500,000	3	15,000
Albany and Susquehanna.....	3,500,000	3,500,000		3,500,000	2 12.25	428,750
Albany and Vermont.....	600,000	600,000	600,000	600,000	3	18,000
Amsterdam, Chuctanunda and Northern.....	20,000	20,000	20,000	20,000	11.99	2,399
Avon, Genesee and Mount Morris.....	225,000	225,000	225,000	225,000	3.5	7,875
Boston and Albany.....	30,000,000	25,000,000	25,129,283	25,000,000	8.75	2,187,500
Buffalo, Bradford and Pittsburgh.....	3,100,000	2,286,400		2,286,400		
Buffalo Creek.....	250,000	250,000	250,000	250,000	7	17,500
Buffalo Creek Transfer.....	50,000	5,000	5,000	5,000		
Cairo.....	25,000	24,500	24,500	24,500		
Campbell Hall Connecting.....	125,000	125,000		125,000		
Cayuga and Susquehanna.....	1,500,000	589,110	589,110	589,110	9	53,020
Central Dock and Terminal.....	500,000	487,500	487,500	487,500	4	19,500
Chateaugay and Lake Placid.....	450,000	450,000	3	450,000		
Preferred.....	3,000,000	3,000,000	4	3,000,000	.87	26,100
Conesus Lake.....	20,000	18,750	8,104	18,750		
Cooperstown and Susquehanna Valley.....	350,000	307,400	302,005	307,400		
Dolgeville and Salishury.....	150,000	150,000		150,000		
Dunkirk, Allegheny Valley and Pittsburgh.....	1,300,000	1,249,425	3	1,249,425	1.5	19,500
Stock liability for conversion of outstanding securities of con. Cos.....				50,575		
Ellenville and Kingston.....	300,000	300,000	300,000	300,000		
Elmira and Lake Ontario.....	1,500,000	1,500,000	6	1,500,000		
Elmira and Williamsport.....	500,000	500,000	6	499,750	5	24,987
Preferred.....	500,000	500,000	6	496,500	7	34,755
Elmira State Line.....	100,000	90,200		90,200	7	6,314
Erie and Black Rock.....	25,000	9,600	9,600	9,600		
Erie and Central New York.....	250,000	250,000	7	250,000		
Erie and Jersey.....	600,000	600,000	600,000	600,000		
Erie Terminals.....	360,000	68,000	68,000	68,000		
Fitchburg.....	7,000,000	7,000,000	8	5,551,400	9	
Preferred.....	18,860,000	18,860,000	8	7,444,037	5	943,000
Premiums realized on capital stock.....				444,637		
Genesee River.....		350,000	350,000	350,000		
Geneva, Corning and Southern.....	2,325,000	2,325,000	10	2,325,000	3.5	81,375
Preferred.....	5,000,000	5,000,000	10	5,000,000	4	200,000
Gloversville and Broadalbin.....	60,000	60,000	11	6,000		
Goshen and Deckertown.....	96,190	96,190	96,190	96,190	4	3,848
Greene.....	200,000	200,000	200,000	200,000	6	12,000
Halite and Northern.....	100,000	100,000	100,000	100,000	16	16,000
Harlem River and Port Chester.....	1,000,000	1,000,000	1,000,000	1,000,000	7	70,000
Hartford and Connecticut Western.....	3,000,000	2,967,000	12	2,967,000	2	59,340
Stock liability for conversion of outstanding securities of con. Cos.....				3,000		
Lehigh and New York.....	411,700	411,700	13	411,700		
Preferred.....	3,391,648	3,391,648	13	3,391,648		
Lehigh Valley Rail Way.....	11,745,000	11,745,000	14	11,745,000		
Long Island, North Shore Branch.....	320,000	206,250	15	206,250		
Middletown and Crawford.....	250,000	122,200	122,200	122,200		
Montgomery and Erie.....	150,000	150,000	150,000	150,000	4.5	6,750
New Jersey and New York Extension.....	75,000	72,500	72,500	72,500		
New York and Harlem.....	8,656,050	8,656,050	8,656,050	8,656,050	14	1,211,847
Preferred.....	1,343,950	1,343,950	1,343,950	1,343,950	14	188,153
New York, Lackawanna and Western.....	10,000,000	10,000,000	10,000,000	10,000,000	5	500,000
Northern Railroad of New Jersey.....	1,000,000	1,000,000	1,000,000	1,000,000	4	40,000
Nyack and Southern.....	50,000	50,000	16	50,000		
Nypano.....	20,000,000	20,000,000		20,000,000		
Ontario, Carbondale and Scranton.....	1,500,000	1,500,000	1,500,000	1,500,000		
Oswego and Syracuse.....	1,320,400	1,320,400	1,320,400	1,320,400	9	118,836
Pecksport Connecting.....	40,000	40,000	40,000	40,000		
Pochuck.....	20,000	20,000	20,000	20,000		
Port Jervis, Monticello and Summitville.....	110,000	110,000	17	110,000		

<sup>1</sup> Issued for property, franchises, etc., in New York state, of Addison and Pennsylvania Railroad Company, sold under foreclosure.

<sup>2</sup> 9 per cent dividends stipulated in rental received from lessee; 3.25 per cent more paid out of additional rental of \$113,750 received from lessee and available for dividends.

<sup>3</sup> Issued for stocks of constituent companies.

<sup>4</sup> Issued to The Delaware and Hudson Company; \$2,856,000 for construction, additions, and betterments; and \$144,000 on account of assumption by that company of payment at maturity of equal amount of funded debt.

<sup>5</sup> Issued for stocks of constituent companies at par, as follows: \$500,000 for stock of Chemung Railroad Company; \$500,000 for stock of Elmira, Jefferson and Canandaigua Railroad Company; and \$500,000 for stock of Sodas Bay and Southern Railroad Company.

<sup>6</sup> Issued for reorganization.

<sup>7</sup> Issued for construction.

<sup>8</sup> All common stock and preferred stock not sold for cash issued for purposes of consolidation, purchase of roads, equipment, and dock and wharf properties.

<sup>9</sup> Under terms of lease, 1 per cent dividends are to be paid on common stock in hands of public; outstanding shares are now all owned by the lessee.

<sup>10</sup> Common stock exchanged for 13,250 shares at par of Syracuse, Geneva and Corning Railway Company; and 20,000 shares of \$50 par value of Pine Creek

Railway Company; preferred stock exchanged for 100,000 shares of \$50 par value of Fall Brook Railway Company.

<sup>11</sup> Remainder issued for construction.

<sup>12</sup> 19,170 shares issued for bonds of Connecticut Western Railroad Company; 8000 shares for purchase of Rhinebeck and Connecticut Railroad Company; and 2500 shares to decrease current liabilities.

<sup>13</sup> Issued for property and franchises of Southern Central Railroad Company.

<sup>14</sup> 14,220 shares issued for construction of new properties; 5000 shares for stock of The Lehigh Valley Rail Way Company; 14,000 shares for stock of Buffalo and Geneva Railway Company; 40,000 shares for stock of Geneva and Van Etten Railway Company; 3180 shares in payment of Canastota and Northern Railroad Company bonds; and 41,050 shares for companies merged in 1903, 1905, and 1907.

<sup>15</sup> Issued for stock of constituent companies; 101½ shares are still held in treasury for conversion of outstanding shares of Smithtown and Port Jefferson Railroad Company; of \$120,000 stock reported as outstanding, only 10 per cent has been paid in, \$113,750 remaining subject to call.

<sup>16</sup> Issued for property of Nyack and Northern Railroad Company.

<sup>17</sup> Issued for property and franchises of Port Jervis, Monticello and New York Railroad Company sold under foreclosure December 2, 1902.

<sup>18</sup> Paid direct to stockholders by Erie Railroad Company.



TABLE 106 L a: CAPITAL STOCKS, LESSOR STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (concluded)

The figures given are for the actually outstanding capital stocks (i. e. stocks not held by or for the issuing corporation) of the corporation as a whole; they are not segregated according to state lines nor with regard to railroad operations and other operations. Stock not otherwise specifically described is common. The amount shown under "Par value authorized" is the amount already legally issued in addition to the amount which the respondent claims may be issued without further approval by state or other public authority.

Name of corporation and class of stock	Par value		Cash realized on amount issued	Par value actually outstanding June 30, 1914	Dividends declared during year	
	Authorized	Actually issued			Rate	Amount
	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	%	<i>Dollars</i>
Rensselaer and Saratoga	10,000,000	10,000,000	10,000,000	10,000,000	8	800,000
Rochester and Genesee Valley	555,200	555,200	555,200	555,200	6	33,312
Rome and Clinton	345,360	345,360	345,360	345,360	6.25	21,581
St. Lawrence and Adirondack	1,615,000	1,615,000	<sup>19</sup> 590,000	1,615,000	.....	.....
Saratoga and Schenectady	450,000	450,000	450,000	450,000	7	31,500
Syracuse, Binghamton and New York	2,500,000	2,500,000	<sup>20</sup> 496,000	2,500,000	12	300,000
Ticonderoga	18,500	18,500	18,500	18,500	5	925
Preferred	11,500	11,500	.....	11,500	5	575
Troy and Bennington	150,800	150,800	150,800	150,800	10	15,080
Troy and Greenbush	275,000	275,000	275,000	270,000	7	<sup>28</sup> 18,900
Union	50,000	50,000	50,000	50,000	7	3,500
Union Terminal Railroad of City of Buffalo	1,000,000	302,500	<sup>7</sup> .....	302,500	.....	.....
Utica, Chenango and Susquehanna Valley	4,000,000	4,000,000	<sup>21</sup> .....	4,000,000	6	240,000
Utica, Clinton and Binghamton	800,000	649,285	.....	<sup>22</sup> 649,224	3.75	24,341
Debenture	200,000	200,000	.....	200,000	5	10,000
Valley	750,000	750,000	750,000	750,000	5	37,500
Wallkill Valley	330,000	330,000	<sup>23</sup> .....	330,000	3.5	11,550
Wellsville, Condersport and Pine Creek	100,000	62,700	62,700	62,700	.....	.....
Western New York and Pennsylvania	20,000,000	19,972,756	<sup>24</sup> .....	19,972,756	.....	.....
West Shore	10,000,000	10,000,000	<sup>25</sup> .....	10,000,000	.....	.....
West Troy and Green Island	30,000	3,200	3,200	3,200	.....	.....
Wharton Valley	70,000	70,000	70,000	70,000	.....	.....
Totals	.....	193,115,574	.....	192,156,375	.....	7,861,173

<sup>7</sup> Issued for construction.

<sup>19</sup> 7100 shares issued for construction, and 3150 shares for redemption of debentures.

<sup>20</sup> \$1,200,000 issued for construction of new properties, \$470,000 for acquisition of securities, and \$334,000 for other purposes.

<sup>21</sup> 22,000 shares issued for construction; balance issued for other purposes not specified.

<sup>22</sup> Includes \$124 fractional shares on which no dividends are declared or paid.

<sup>23</sup> Issued for property of Wallkill Valley Railway Company sold under foreclosure.

<sup>24</sup> Issued in exchange for stock of Western New York and Pennsylvania Railroad Company.

<sup>25</sup> " Issued to The New York Central and Hudson River Railroad Company in consideration of its leasing the West Shore Railroad."

<sup>26</sup> Excludes \$350 dividends on stock held by company, reported as "declared" but not charged to income.

TABLE 106 L b: CAPITAL STOCKS ISSUED, LESSOR STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914

No corporation in this class issued capital stock during the year.

TABLE 107 L: TERMINI, MILEAGE, AND LEASEHOLD CONDITIONS, LESSOR STEAM RAILROAD CORPORATIONS, JUNE 30, 1914

This table comprises all railroads lying wholly or partly in the State of New York operated by other than the owning company under any form of contract which gives the operating company the right of exclusive possession, including such possession through ownership of capital stock.

Name of owning corporation	Termini	Length of road	Name of present possessor	Date of expiration of lease	Rent accrued to lessor during year ended June 30, 1914*		Remarks
					Amount	Basis on which determined	
Addison and Susquehanna.....	Addison—Pennsylvania—State line.	Miles 9.73	Buffalo and Susquehanna Railroad Corporation.	Mar 31, 1951	Dollars 1	Annual rental of \$1, interest on funded debt not exceeding \$1000 for maintaining corporate organization and paying all taxes, charges, liens, and assessments.	The original lease was made to Buffalo and Susquehanna Railroad Company. The lessee under the lease named company as transferee through a purchasing committee, effective January 1, 1914, to Buffalo and Susquehanna Railroad Corporation.
Addison.....	Leicester Jet., Vt.—Addison Jet.	14.61	Rutland Railroad Co.	Dec 7, 1969	15,000	Flat sum.	0.85 mile of road of Whitehall and Plattsburgh R.R. Co. is leased to Addison R.R. Co. for 999 years from January 30, 1878, and is included in the road of Addison R.R. leased to Rutland R.R. Co. for 99 years from December 7, 1870.
Albany and Susquehanna.....	Albany—Binghamton.....	142.59	Delaware and Hudson Co.	Apr 19, 2031	780,750	Interest on bonds, 9% dividends on capital stock, \$1000 maintaining organization, \$120,750 additional rental.	Additional rental results from refunding of \$10,000,000 first consolidated mortgage 7% and 6% bonds matured April 1, 1907, with like amount of mortgage gold 3½% bonds.
Albany and Vermont.....	Albany—Waterford Jet.....	12.18	Delaware and Hudson Co.	Perpetual....	20,000	Flat sum.	Lease acquired by present possessor through Rensselaer and Saratoga R.R. Co.
Amsterdam, Chuctanunda and Northern.	East Amsterdam—Linseed Oil Works.	21.50	New York Central and Hudson River R.R. Co.	Upon notice.	2,500	Flat sum.	Some taxes are paid by lessor; \$84 so paid during year.
Avon, Genesee and Mount Morris..	{ Avon—Mount Morris..... Mount Morris, Erie station— Mount Morris town line.	15.35 2.35	Erie Railroad Co..... Dausville and Mount Morris R.R. Co.	{ ..... 1	7,975	3½% on capital stock, \$100 administrative expenses.	Terms of rental given are for original lease to Erie R.R. Co.; 2.35 yard and turntable facilities at Mount Morris are subleased to Dausville and Mount Morris R.R. Co. by Erie R.R. Co. for \$800 per year.
Boston and Albany.....	Boston, Mass.—Albany.....	303.92	New York Central and Hudson River R.R. Co.	July 1, 1999	3,116,063	Interest on funded debt, 8% dividends on capital stock, \$10,000 administrative expenses.	Excludes 88.41 miles of road not in New York state leased to Boston and Albany R.R. Co. and subleased to New York Central and Hudson River R.R. Co. for 71.91 miles of which payment is made at an annual rental of \$78,000.
Buffalo, Bradford and Pittsburgh..	{ Carrollton—Gilesville, Penna.. Bradford, Penna.—Nusbaun, Penna.	{ 31.41	Erie Railroad Co.....	Jan 5, 2365	.....	{ Under the lease, interest on funded debt to be paid by lessee.	Lessee owns majority of stock and all of funded debt of lessor.
Buffalo Creek.....	In Buffalo.....	5.70	Lehigh Valley and Erie R.R. Cos.	Jan 25, 1939	118,000	Interest on funded debt, 7% dividends on capital stock, \$500 administrative expenses.	Lessees each own one-half of capital stock of lessor.
Buffalo Creek Transfer.....	Pennsylvania R.R. Co.—Williams & Co.'s dock on Blackwell Canal in city of Buffalo.	1.10	Frank Williams and Co.	.....	.....	.....	Frank Williams and Co. own all capital stock and operate road of Buffalo Creek Transfer R.R. Co. in handling coal at their docks.
Cairo.....	Cairo Jet.—Cairo.....	3.77	Catskill Mountain Ry. Co.....	Year to year.	2,944	6% on total cost of road and equipment.	Lehigh and New England R.R. Co. owns practically all capital stock and all funded debt of Campbell Hall Connecting R.R. Co.
Campbell Hall Connecting.....	Liberty Corners—Pine Island Jet.	4.11	Lehigh and New England R.R. Co.	Upon notice.	.....	.....	.....
Cayuga and Susquehanna.....	Susquehanna river—Ithaca.....	34.41	Delaware, Lackawanna and Western R.R. Co.	Jan 1, 1950	54,600	Flat sum.	.....
Central Dock and Terminal.....	In Buffalo.....	0.39	Philadelphia and Reading Coal and Iron Co.	Jan 1, 1916	23,000	Flat sum.	Taxes amounting to \$10,520 paid by lessor, for which it is reimbursed by lessee.
Chateaugay and Lake Placid.....	Bluff Point—Lake Placid.....	79.61	Delaware and Hudson Co.	Dec 31, 2403	41,404	Interest on funded debt and any balance remaining after deduction of all expenses incurred by lessee from operation.	Includes road of Plattsburgh and Danmore R.R. Co., 16.88 miles, owned by State of New York and leased to Chateaugay and Lake Placid Ry. Co.

\* Unless otherwise stated, taxes, operating expenses, and all other charges are paid by lessee.  
 † Lease is for period of corporate existence of lessor.

‡ This mileage is not included in that reported by The New York Central and Hudson River Railroad Co. as operated under lease, and its use is described as "right of way".



TABLE 107 L: TERMINI, MILEAGE, AND LEASEHOLD CONDITIONS, LESSOR STEAM RAILROAD CORPORATIONS, JUNE 30, 1914 (continued)

This table comprises all railroads lying wholly or partly in the State of New York operated by other than the owning company under any form of contract which gives the operating company the right of exclusive possession, including such possession through ownership of capital stock.

Name of owning corporation	Road owned but in possession of another		Name of present possessor	Date of expiration of lease	Rent accrued to lessor during year ended June 30, 1914*		Remarks
	Termini	Length of road			Amount	Basis on which determined	
Conesus Lake.....	Conesus Lake Jct.—Lakeville.....	Miles 1.61	Erie Railroad Co.....	.....	Dollars .....	.....	Operated by Erie R.R. Co. by virtue of ownership of entire capital stock.
Cooperstown and Susquehanna Valley.	Cooperstown—Jct. with Cooperstown and Charlotte Valley R.R.	19.48	Cooperstown and Charlotte Valley R.R. Co.	Apr 15, 1990	10,000	Flat sum (equals interest on funded debt)	Operated by The Delaware and Hudson Co. as agent of Cooperstown and Charlotte Valley R.R. Co.
Dolgeville and Salisbury.....	Dolgeville—Salisbury.....	3.89	New York Central and Hudson River R.R. Co.	.....	.....	Car rentals at rate of \$2 per car paid direct to Salisbury Steel and Iron Co.	Under conditional contract of sale, when aggregate of car rental payments equals cost of construction of road, entire capital stock is to be transferred to New York Central and Hudson River R.R. Co., successor in interest to Little Falls and Dolgeville Ry. Co.
Dunkirk, Allegheny Valley and Pittsburgh.	Dunkirk—Titusville, Penna.....	90.51	New York Central and Hudson River R.R. Co.	Dec 1, 2373	150,500	Interest on funded debt, 1½% dividends on stock, \$500 organization expenses.	Lessee owns majority capital stock of lessor. Road operated by Lake Shore and Michigan Southern Ry. Co. as agent for New York Central and Hudson River R.R. Co.
Ellenville and Kingston.....	Ellenville—Kingston.....	27.81	New York, Ontario and Western Ry. Co.	Jul 1, 1955	26,000	Interest on funded debt.....	Lessee owns entire capital stock and all funded debt of lessor.
Elmira and Lake Ontario.....	{ Canandaigua—Chemung Jct. Stanley—Sodus Point..... Canandaigua—Canandaigua Lake	{ 99.72	Northern Central Ry. Co.....	Upon notice.	\$.....	Net earnings.....	Entire capital stock owned by lessee.
Elmira and Williamsport.....	Williamsport, Penna.—Elmira.....	73.49	Northern Central Ry. Co.....	May 1, 2862	157,096	Interest on funded debt, dividends on capital stock, administrative and construction expenditures.	.....
Elmira State Line.....	State Line Jct.—Pennsylvania—State line.	6.51	Erie Railroad Co.....	.....	6,314	7% dividends on capital stock.....	Originally leased to Tioga R.R. Co. and November 1, 1876 leased to Erie R.R. Co. for the term of reversion of latter company, but since that time Erie R.R. Co. has acquired ownership of majority of capital stock of Elmira State Line R.R. Co.
Erie and Black Rock.....	Black Rock Jct.—Black Rock.....	1.14	Erie Railroad Co.....	.....	.....	.....	Operated by Erie R.R. Co. by virtue of ownership of entire capital stock.
Erie and Central New York.....	Cortland Jct.—Cincinnati.....	18.31	Delaware, Lackawanna and Western R.R. Co.	1.....	.....	.....	Entire capital stock owned by lessee; respondent has no interest bearing obligations.
Erie and Jersey.....	Highland Mills—Graham t.....	38.60	Erie R.R. Co.....	1.....	.....	.....	Erie Terminals R.R. Co. owns entire capital stock of lessor and has assumed all obligations except bonds. Erie R.R. Co. operates road by agreement with Erie Terminals R.R. Co.
Erie Terminals.....	.....	.....	.....	.....	\$ 346,991	Proportion of operating expenses, interest charges, etc., on wheelage basis. <sup>5</sup>	Erie Terminals R.R. Co. has leasehold title to 38.60 miles of road owned by its proprietary corporation, Erie and Jersey R.R. Co.; and owns in fee 1.27 miles in Edgewater, N. J. The 38.60 miles is operated by Erie R.R. Co., which owns all capital stock of Erie Terminals R.R. Co. The 1.27 miles is operated under agreement by New York, Susquehanna and Western R.R. Co.
Fitchburg.....	In Edgewater, N. J.....	1.27	New York, Susquehanna and Western R.R. Co.	.....	22,271	Proportion of operating expenses, interest charges, etc., on wheelage basis.	Excludes Vermont and Massachusetts, and Troy and Bennington Railroads subleased by Fitchburg R.R. Co. to Boston and Maine R.R.
Genesee River.....	Boston, Mass.—Rotterdam, and branches.	304.14	Boston and Maine R.R.....	Jun 30, 1909	2,051,129	Interest on funded debt, 5% on preferred, 1% on common stock when held by the public, organization expenses, additions to property through income.	.....
	Cuba—Hunts.....	32.60	Erie Railroad Co.....	.....	330,595	Interest on funded debt and other obligations, 6% dividends on capital stock.	Erie R.R. Co. owns entire capital stock of Genesee River R.R. Co.

Company	Termini	Capital	Interest	Dividends	Notes
Geneva, Corning and Southern.....	Geneva—Newberry Junction, and branches.	231.66	New York Central and Hudson River R.R. Co.	1,.....	491,375
Gloversville and Broadalbin.....	Broadalbin Jct.—Broadalbin.....	6.15	Fonda, Johnstown and Gloversville R.R. Co.	Aug 1, 2894	1,500
Goshen and Deekertown.....	Goshen—Pine Island.....	11.64	Erie Railroad Co.	Perpetuity...	19,035
Greene.....	Chenango Forks—Greene.....	8.10	Delaware, Lackawanna and Western R.R. Co.	Oct 14, 3869	12,000
Halite and Northern.....	Halite—Retsol (Coverdale Jct.)..	3.20	Genesee and Wyoming R.R. Co.	Jul 29, 1922	28,368
Harlem River and Port Chester.....	Harlem River—New Rochelle.....	11.28	New York, New Haven and Hartford R.R. Co.	Oct 1, 1972	1,197,101
Hartford and Connecticut Western.....	{ Hartford, Conn.—Rhinecliff..... Tartiffville, Conn.—Agawam Jct., Mass.	123.96	Central New England Ry. Co.	Aug 30, 1940	131,829
Lehigh and New York.....	Pennsylvania-State line—North Fair Haven.	115.37	Lehigh Valley R.R. Co.	Aug 24, 2894	80,000
Lehigh Valley Rail Way.....	Pennsylvania-State line—Buffalo, and branches and spurs	514.95	Lehigh Valley R.R. Co.	Jan 1, 2890	1,075,025
Long Island R.R. Co., North Shore Branch.	Northport Jct.—Wading River.....	30.24	Long Island R.R. Co.	Jul 1, 2004	71,308
Middletown and Crawford.....	Crawford Jct.—Pine Bush.....	10.22	Erie Railroad Co.	Jan 30, 1972	10,500
Montgomery and Erie.....	Goshen—Montgomery.....	10.43	Erie Railroad Co.	1,.....	16,000
New Jersey and New York Extension.....	Garnerville—Haverstraw.....	2.37	New Jersey and New York R.R. Co.	1,.....	.....
New York and Harlem.....	Grand Central Station—Chatham and branches.	136.50	New York Central and Hudson River R.R. Co.	Apr 1, 2274	1,822,500
New York, Lackawanna and Western.....	Binghamton—Buffalo.....	214.44	Delaware, Lackawanna and Western R.R. Co.	Aug 26, 1980	1,670,000
Northern Railroad of New Jersey.....	Bergen Jct.—Sparkill.....	21.54	Erie Railroad Co.	1,.....	.....
Nyack and Southern.....	.....	4.51	Erie Railroad Co.	.....	.....
Nypano.....	Salamanca—Dayton, O., and branches.	421.39	Erie Railroad Co.	Apr 1, 1995	.....
Ontario, Carbondale and Scranton.....	Cadosia—Scranton, Penna., and mine branches.	73.15	New York, Ontario and Western Ry. Co.	Jun 1, 1989	75,600
Oswego and Syracuse.....	Syracuse—Oswego.....	34.98	Delaware, Lackawanna and Western R.R. Co.	1,.....	152,236
Pecksport Connecting.....	Pecksport—Whites Corners.....	3.70	New York, Ontario and Western Ry. Co.	.....	.....
Pochuck.....	Glenwood Jct.—Glenwood, N. J., and branch.	4.39	Lehigh and New England R.R. Co.	Upon notice	.....
Port Jervis, Monticello and Summitville.....	{ Port Jervis—Monticello..... Valley Junction—Summitville..	23.94 14.26	New York, Ontario and Western Ry. Co.	Jul 1, 1955	18,000

\* Unless otherwise stated, taxes, operating expenses, and all other charges are paid by lessee.

<sup>1</sup> Lease is for period of corporate existence of lessor.

<sup>2</sup> The compensation to lessor is net earnings for the year; for the period of this report there was a net loss from 123,975.

<sup>4</sup> Guyward P. O.

<sup>5</sup> For use of Erie and Jersey R.R. Co.'s tracks, which Erie Terminals R.R. Co. holds lease.

Delaware, Lackawanna and Western R.R. Co. owns all the outstanding bonds.

New York, New Haven and Hartford R.R. Co. owns entire capital stock of Harlem River and Port Chester R.R. Co.

Lessee owns majority capital stock of lessor.

Lessee owns entire capital stock of lessor.

Majority of capital stock held by the Long Island Railroad Co.

Lessee owns majority of capital stock.

Lessee paid \$292 taxes during year.

Lessee owns entire capital stock and all outstanding funded debt of lessor.

Also leased to New York Railways Co. 9.80 miles of city street line for \$402,500 annual rental.

Road of Nyack and Northern R.R. Co. sold under foreclosure and transferred to Nyack and Southern R.R. Co.; entire capital stock of latter company is owned by Northern Railroad of New Jersey, which leases the railroad owned and controlled by it to Erie R.R. Co., by which it is controlled through ownership of majority of capital stock.

See explanatory note against Northern Railroad of New Jersey.

Erie R.R. Co. owns entire capital stock of Nypano R.R. Co. and has assumed all leases and obligations of the latter.

Entire capital stock owned by lessee.

Road constructed by New York, Ontario and Western Ry. Co. and operated by it by virtue of ownership of entire capital stock.

Lessee owns majority of capital stock of lessor.

Lessee owns entire capital stock of lessor.



TABLE 107 L: TERMINI, MILEAGE, AND LEASEHOLD CONDITIONS, LESSOR STEAM RAILROAD CORPORATIONS, JUNE 30, 1914 (concluded)

This table comprises all railroads lying wholly or partly in the State of New York operated by other than the owning company under any form of contract which gives the operating company the right of exclusive possession, including such possession through ownership of capital stock.

Name of owning corporation	Road owned but in possession of another		Name of present possessor	Date of expiration of lease	Rent accrued to lessor during year ended June 30, 1914*		Remarks
	Termini	Length of road			Amount	Basis on which determined	
Rensselaer and Saratoga.....	Troy—Whitehall.....	Miles 151.14	Delaware and Hudson Co.....	Perpetual....	Dollars 941,000	Interest on funded debt, 8% dividends on capital stock, \$1000 in cash.	Federal income tax of \$6659 paid by lessor during year (see explanatory notes on Table 102 L).
Rochester and Genesee Valley.....	Rochester—Avon.....	18.40	Erie Railroad Co.....	Jul 1, 1970	34,012	6% dividends on capital stock, \$700 administrative expenses.	Lease first held by Buffalo, New York and Erie R.R. Co. and subsequently assumed by present lessee.
Rome and Clinton.....	Rome—Clinton.....	12.78	New York, Ontario and Western Ry. Co. sub-lessee.	1921	.....	.....	Rome and Clinton, and Utica, Clinton and Binghamton roads sub-leased by Delaware and Hudson Co. to New York, Ontario and Western Ry. Co. for 20% of their combined gross earnings, amounting during the year ended June 30, 1914, to \$64,511.
St. Lawrence and Adirondack.....	{ Malone Jct.—Valleyfield P. O.. Beauharnois—Adirondack Jct..	30.17 12.90	Delaware and Hudson Co. original lessee. } New York Central and Hudson River R.R. Co.	Jan 1, 1990 Upon notice	22,375 5,339	6 1/2% dividends on capital stock not exceeding \$350,000, and \$500 for administrative expenses. "The New York Central and Hudson River R.R. Co. conducts the operations of the entire line without participating in the profits or sharing the losses of such operations."	Lease required to pay federal income tax and \$400 wages of flagman at Rome crossing. Entire capital stock owned by New York Central and Hudson River R.R. Co.
Saratoga and Schenectady.....	Saratoga Springs—Schenectady.....	21.65	Delaware and Hudson Co.....	Perpetual....	31,750	Flat sum.	
Syracuse, Binghamton and New York.....	Syracuse—Binghamton.....	80.95	Delaware, Lackawanna and Western R.R. Co.	Oct 1, 2006	300,000	12% dividends on stock.....	Out of \$2,500,000 outstanding capital stock, Delaware, Lackawanna and Western R.R. Co. owns \$2,148,800.
Ticonderoga.....	Ticonderoga Jct.—Ticonderoga.....	2.50	Delaware and Hudson Co.....	Aug 13, 1940	4,300	Interest on funded debt, 5% dividends on common and preferred capital stocks, \$1000 for sinking fund.	"Balance of earnings (from operation of road) now in litigation."
Troy and Bennington.....	Hoosick Jct.—Vermont—State line.	5.04	Boston and Maine R.R.....	Perpetual....	15,400	Flat sum.....	Present holder assumed lease from Fitchburg R.R. Co. which had acquired the lease through purchase of Troy and Boston R.R. Co., original leaseholder.
Troy and Greenbush.....	Troy—Greenbush.....	5.56	New York Central and Hudson River R.R. Co.	Perpetual....	19,250	Flat sum.	
Union.....	Suffern—Ramapo.....	0.81	Erie Railroad Co.....	1.....	3,500	Flat sum.....	Union R.R. Co. is controlled through stock ownership by Paterson and Ramapo R.R. Co., and to that company it has transferred all rights under the lease.
Union Terminal of City of Buffalo..	Louisiana street—Bailey avenue, Buffalo.	2.32	Pennsylvania R.R. Co.....	.....	.....	"Lease is inactive, as bonds, the interest of which constitutes the bulk of the rental, are owned by lessee (Western New York and Pennsylvania R.R. Co.); bonds matured June 12, 1914.	Road operated by Pennsylvania R.R. Co. through lease of property of Western New York and Pennsylvania R.R. Co., lessee and owner of entire capital stock of Union Terminal R.R. Co.
Utica, Chenango and Susquehanna Valley.	Greene—Utica and Richfield Springs.	97.41	Delaware, Lackawanna and Western R.R. Co.	1.....	240,000	6% dividends on capital stock.	
Utica, Clinton and Binghamton.....	Utica—Randallville.....	31.30	New York, Ontario and Western Ry. Co. sub-lessee.	1921	.....	.....	Utica, Clinton and Binghamton, and Rome and Clinton roads sub-leased by Delaware and Hudson Co. to New York, Ontario and Western Ry. Co. for 20% of their combined gross earnings, amounting during the year ended June 30, 1914, to \$64,511
			Delaware and Hudson Co. original lessee.	.....	61,500	Flat sum.	

Valley.....	Utica—New Hartford.....	9.53	Utica and Mohawk Valley Ry. Co.	Dec 1, 1985	15,000	Flat sum.....	9.53 miles of road leased for 99 years from December 1, 1886 to Utica Belt Line Street Railway, lease assigned to Utica and Mohawk Valley Ry. Co. January 21, 1902, in turn assigned to New York State Rys.
Wallkill Valley.....	Pennsylvania—State line—Binghamton.....	11.10	Delaware, Lackawanna and Western R.R. Co.	1.....	37,500	5% on capital stock.....	Bonds at maturity were purchased by Delaware, Lackawanna and Western R.R. Co. and interest stopped.
Wellsville, Coudersport and Pine Creek.....	Kingston—Montgomery.....	32.88	New York Central and Hudson River R.R. Co.	1.....	13,475	3½% dividends on capital stock.....	Lessee owns entire capital stock of lessor. Bonds were canceled in June and September, 1913, and interest of \$1925 only paid.
Western New York and Pennsylvania	Wellsville—Pennsylvania—State line.....	10.11	Buffalo and Susquehanna Railroad Corporation.	Apr 1, 1951	1	Flat sum: interest on funded debt and other liabilities paid by lessee direct to creditors.	The original lease was made to Buffalo and interests of that company as lessee were assigned and transferred through a purchasing committee, effective January 1, 1914, to Buffalo and Susquehanna Railroad Corporation.
West Shore.....	Lines in Western New York and Pennsylvania.....	598.25	Pennsylvania R.R. Co.....	Aug 1, 1923	166,040	Net earnings.	
West Troy and Green Island.....	Weehawken, N. J.—Buffalo and branches.....	479.11	New York Central and Hudson River R.R. Co.	Jan 1, 2361	2,000,000	Interest on funded debt.....	Lessee owns entire capital stock of lessor.
Wharton Valley.....	Green Island—Watervliet.....	1.08	Delaware and Hudson Co.....	Perpetuity....	.....	.....	Road built by Rensselaer and Saratoga R.R. Co. and is included in the property of that company leased to Delaware and Hudson Co.
	New Berlin—Edmeston.....	6.85	New York, Ontario and Western Ry. Co.	Oet 1, 1987	3,750	Interest on funded debt.....	Lessee owns entire capital stock of lessor.

\* Unless otherwise stated, taxes, operating expenses, and all other charges are paid by lessee.


<sup>1</sup> Lease is for period of corporate existence of lessor.





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STEAM RAILROAD CORPORATIONS: GRAPHIC CHARTS

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ILLUSTRATING THE STATISTICS DERIVED FROM THE REPORTS OF FOURTEEN OF THE LARGER RAILROAD  
CORPORATIONS UNDER THE JURISDICTION OF THE COMMISSION.

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## DESCRIPTION OF GRAPHIC CHARTS

In order to illustrate the statistics derived from reports of fourteen of the larger operating railroad corporations, the following series of graphic charts have been made:

Series A: The total annual incomes, disposition of such total incomes, accumulated surplus, and miles of road operated, for the years 1900 to 1914 inclusive.

Series B: The total income for the fiscal year ended June 30, 1914, the sources and disposition of such income, and the percentage ratios of subdivisions.

Series C: The monthly rail operating statistics per mile of road operated, showing total operating revenues, total operating expenses, and net operating revenue from July, 1907, to December, 1914, inclusive.

The fourteen operating railroads included in these charts are —

1. The Pennsylvania Railroad Company.
2. The New York Central and Hudson River Railroad Company.
3. The New York, New Haven and Hartford Railroad Company.
4. The Lake Shore and Michigan Southern Railway Company.
5. Erie Railroad Company.
6. Boston and Maine Railroad.
7. The Delaware, Lackawanna and Western Railroad Company.
8. Lehigh Valley Railroad Company.
9. The Delaware and Hudson Company.
10. The Northern Central Railway Company.
11. The Long Island Railroad Company.
12. The New York, Chicago and Saint Louis Railroad Company.
13. Buffalo, Rochester and Pittsburgh Railway Company.
14. New York, Ontario and Western Railway Company.

The grand total income, both operating and non-operating, of these fourteen corporations is \$764,844,008, and represents 96.5 per cent of the total income of the seventy-one operating railroad properties for which reports are made to this Commission. The total operated mileage of these fourteen corporations is 21,772 miles, and comprises 7340 miles operated in New York state, or 83.6 per cent of the total steam railroad mileage in New York state. The total capitalization of these same corporations is \$3,250,728,284, or 94.1 per cent of the capitalization of all the steam railroad corporations reporting to this Commission. From these figures it will be seen that the above fourteen corporations are representative of the steam railroad situation as a whole in this State.

## SERIES A.

The figures used in Series A are derived from reports received by the Board of Railroad Commissioners prior to July 1, 1907, the Public Service Commission, Second District, since July 1, 1907, and from the records of the Interstate Commerce Commission whenever the two sources first mentioned lacked sufficient data.

On account of the great variation in amounts the scale is not the same for all plates. Plates 1 and 2 are drawn on a scale one-half that of Plates 3 to 9 inclusive, and one-tenth that of Plates 10 to 14. With the above in mind, comparisons can be made between one railroad and another.

The total income is shown on the left as a whole: it combines the gross earnings and non-operating income. This is divided into freight revenue, passenger revenue, and a remainder composed of other transportation revenue, non-transportation revenue, net operating revenue from other than railroad property, and non-operating income. Prior to 1908 only the net income from auxiliary operations was included in total income; beginning with 1908 total income includes total auxiliary operations revenue

except that for 1908 the figures are not available in the cases of the Pennsylvania and the Northern Central. On the right of this chart are grouped various items, one above the other, showing the disposition of the total annual income for the various years given. The lowest columnar graph shows the total rail operation expenses divided, where figures are available, into "Wages and salaries" and "Other rail operation expenses". Prior to 1908 auxiliary operations expenses are included under total operating expenses; beginning with 1908 they are shown in a separate columnar graph.

*Auxiliary operations expenses* are those incurred in operations outside of rail operations but auxiliary thereto, such as ferries, boat lines, parks, etc. No figures for such operations are available for the years prior to 1908, and in the cases of the Pennsylvania and the Northern Central the figures for that year are not at hand.

*Wages and salaries* include compensation paid to officers and other employees engaged in operating the railroad property, excluding employees engaged solely in construction of new line or of new equipment.

*Taxes* mean taxes accrued on railroad property for the fiscal year given.

*Rents* include the following: rents accrued for lease of other roads and payable by the railroad company, rents payable for hire of equipment (balance) and for joint facilities, and miscellaneous rents.

*Interest* includes interest accrued during the year on funded debt and other interest deductions.

*Dividends* include dividends declared on stocks out of income for the year; but in order to show dividends declared out of surplus, this latter amount has been shown with an "S" inserted.

*Sinking funds and other appropriations* include sinking funds chargeable to income, losses from separately operated properties, other contractual or otherwise compulsory deductions from gross income not provided for in previous items of rent and interest; also additions and betterments charged to income, appropriations to reserves, and miscellaneous appropriations.

*Annual surplus*, as shown, is the balance of income account for the year transferred to profit and loss account; the debit balances are shown dotted below the base line, and indicate a loss or deficit for the year.

*Accumulated surplus*, as indicated, is the credit balance of the profit and loss account at the close of the year; debit balances are shown dotted below the base line.

## SERIES B.

This series covers the total income for one year only, the fiscal year ended June 30, 1914. Each chart represents the total income in two phases. All the circles are of the same size regardless of the total amount of income: this is necessary, as the variation of income is so large (see Plate 16). The upper left-hand circle represents by sectors the sources of the total income, and the lower right-hand circle represents by sectors the disposition of the same total income, the amount of which is given on a connecting link between the two circles. The sectors are proportional to the percentage of each division to the total income. The items in the circle showing disposition of total income are described in Series A.

As to the items in the circle showing the sources of total income, the following explanation is given:

*Freight revenue and passenger revenue* represent the amounts received directly from transportation of freight and passengers.

*Other transportation revenue* includes revenue derived from mail, express, switching service, etc.

*Other railroad revenue* includes station privileges, storage revenue, telegraph and telephone revenue, etc.

*Auxiliary operations revenue* includes revenue derived from operations outside of real operations but subsidiary thereto, such as ferries, boat lines, parks, etc.

*Net operating income* shown on one or two charts in this series includes net income from other than railroad property, such as coal mines, canals, etc. The remainder of the total income not heretofore mentioned is the non-operating income, which is divided as follows: rents, dividends, interest, and other non-operating income.

*Rents* include rents receivable from lease of road owned or controlled by the railroad company, rents receivable for hire of equipment (balance) and for joint facilities, and miscellaneous rents.

*Dividends* represent dividends declared by other companies on stocks owned or controlled by the railroad company.

*Interest* includes interest accrued and payable by other companies on funded debt owned or controlled by the railroad company, income from sinking and other special funds, and interest receivable on unfunded securities and accounts.

*Other non-operating income* includes miscellaneous income not included in other non-operating income items mentioned, and profit derived from separately operated properties.

Plate 15 shows the aggregate percentage relationship of the fourteen companies included in this series. In computing total "Wages and salaries, rail operations," and "Rail operation expenses other than wages and salaries," the total rail operation expenses of Erie Railroad Company are divided arbitrarily between "Wages and salaries, rail operations" and "Rail operation expenses other than wages and salaries" in the ratio of corresponding totals for the other thirteen companies.

#### SERIES C.

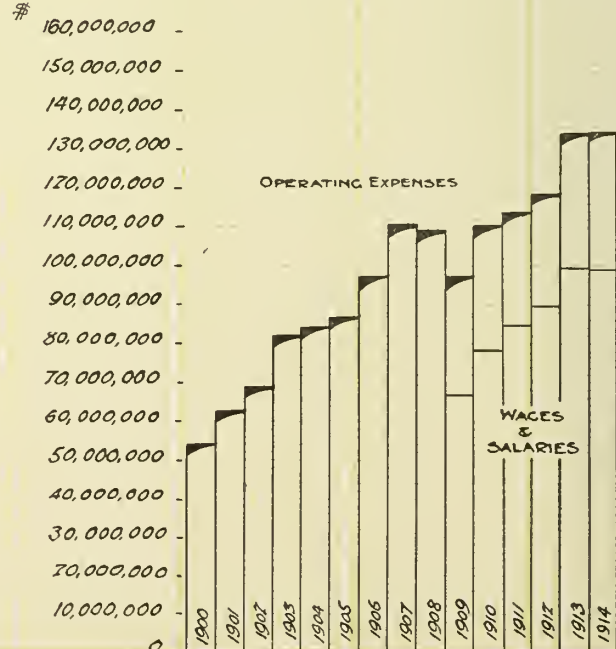
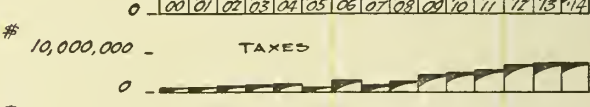
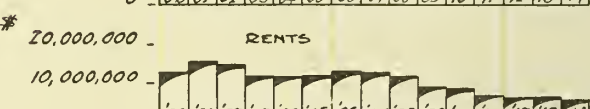
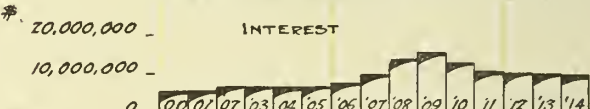
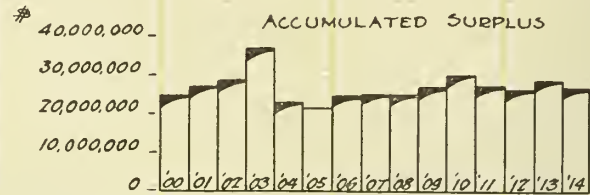
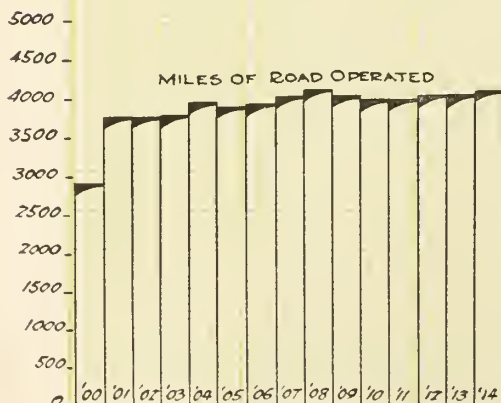
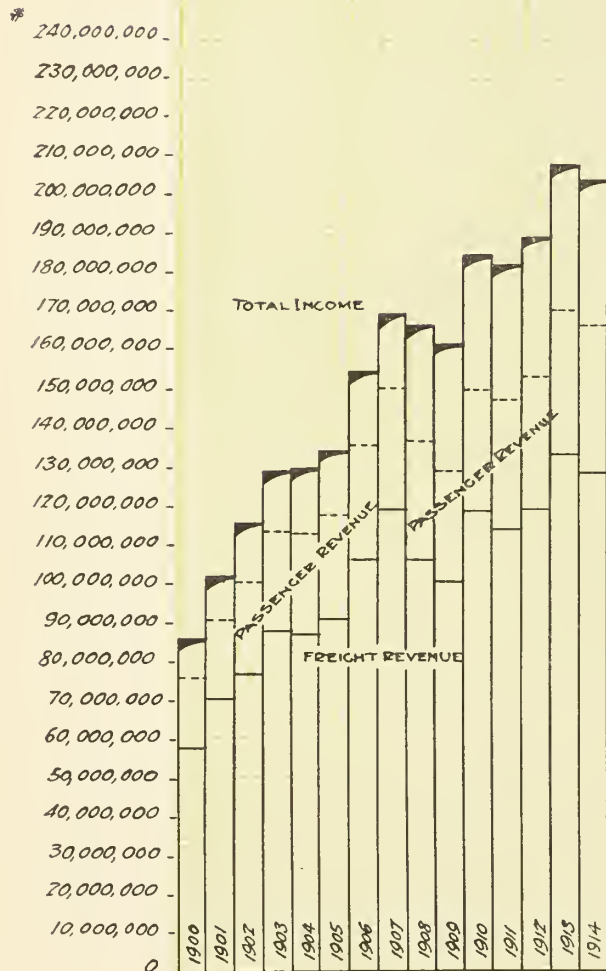
The figures for this series are derived from the monthly reports received by the Public Service Commission, Second District, from the several railroad corporations, showing their operating revenues and expenses and the miles of road operated, except that in the case of the Pennsylvania, Boston and Maine, and Northern Central the figures for

the period from July 1, 1907, to August 31, 1914, are derived from the monthly bulletins of Revenues and Expenses of Steam Roads published by the Interstate Commerce Commission. The period covered is from July 1, 1907, to December 31, 1914, and each horizontal space between the vertical lines represents a month [see top of chart]. As the scale is large, fairly accurate readings can be made of the graphic lines, all of which read from the same base or zero line. The upper light graphic line in a series of steps represents the monthly total rail operating revenues per mile of road operated; the next light full line in steps shows the monthly total rail operating expenses per mile of road operated; and the lower dotted series in steps is the difference between the two above and represents the monthly net operating revenue per mile of road operated.

A heavy line marked 12 months' average line runs through each step series. This line shows for 12 months the average per mile of road operated: of revenues, expenses, or net revenue, as the case may be, at the end of any particular month. Generally, such averages are made only at the close of the fiscal year, such as on June 30th. The yearly average for the fiscal years 1907, 1908, 1909, 1910, 1911, 1912, 1913, and 1914 can be found readily by noting where the heavy black 12 months' average lines cross the heavy green vertical lines on the right of the space for June. In this way, the 12 months' average to the end of any month can be compared with that of any other month, for each point in the line includes all the twelve months of the year immediately preceding, and ordinary seasonal variations do not affect this line. The yearly tendency of the revenues, expenses, or net revenue to increase or decrease is shown, together with the actual monthly increases or decreases. These separate monthly increases and decreases affect this 12 months' tendency line in various ways. Whenever a month shows an actual increase or decrease over the same month in the preceding year, the heavy line rises or falls. A steady ascent of the 12 months' average line denotes that each month has an increase over the same month in the preceding year; similarly, a descent of the 12 months' average line denotes an actual decrease of that month over the same month in the preceding year. If the 12 months' average line tends to remain parallel to the base or zero line, it indicates that there is no marked increase or decrease over the preceding year.

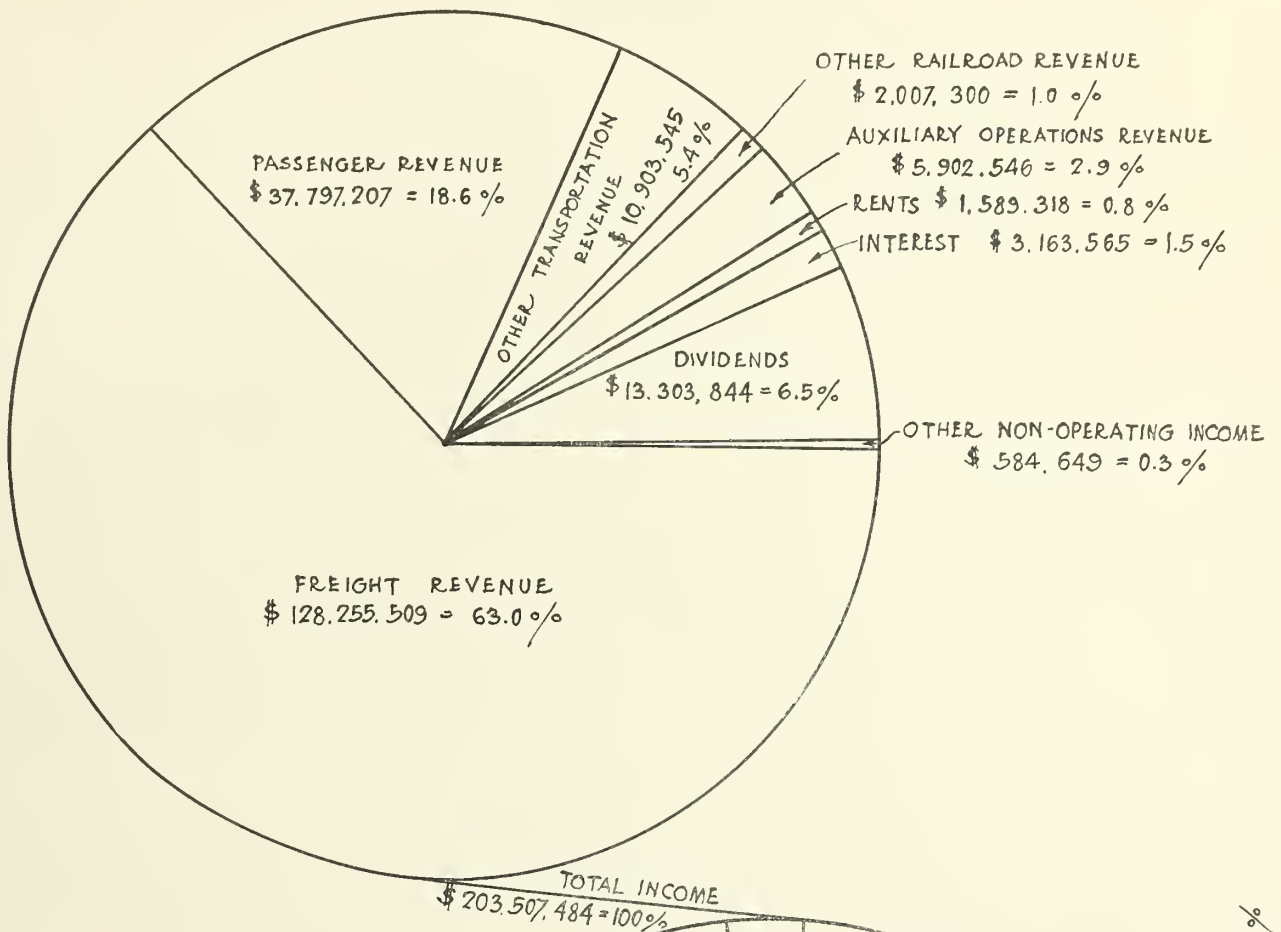


The scale used on Plates 1 and 2 is one-tenth, and that on Plates 3 to 9 is one-fifth, that used on Plates 10 to 14.

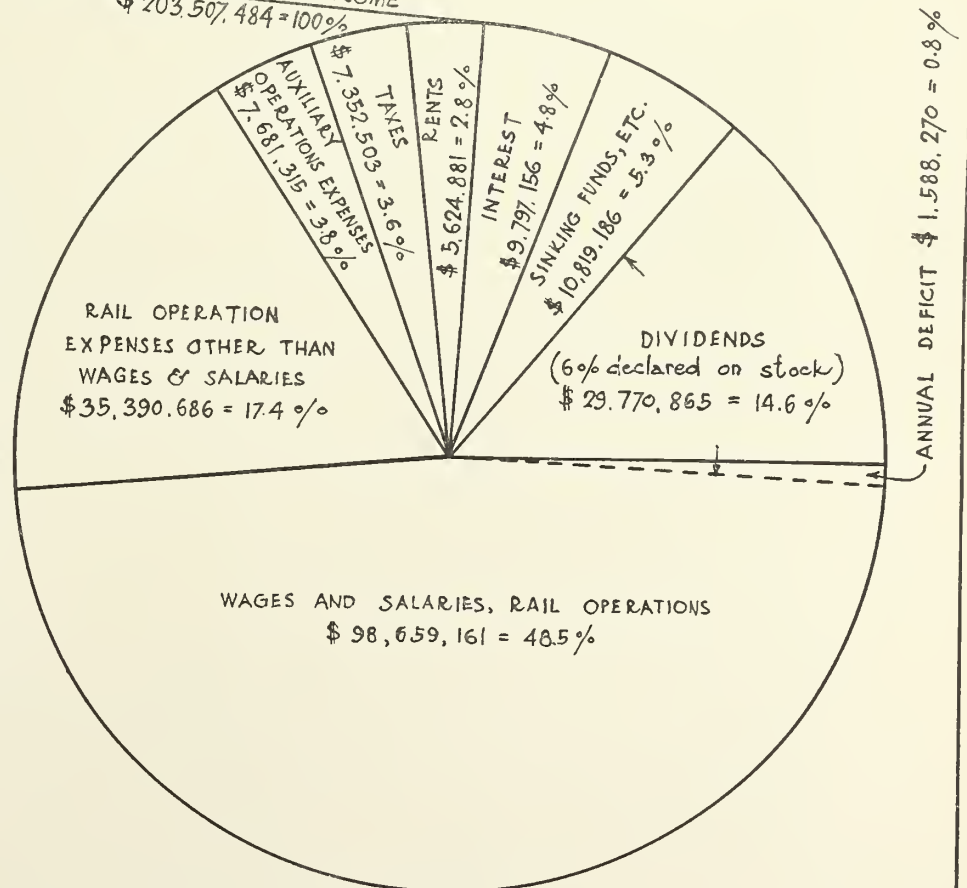


INCOME AND MILEAGE COMPARISONS BY YEARS  
THE PENNSYLVANIA RAILROAD CO.  
SERIES A. PLATE 1.

## SOURCES OF TOTAL INCOME



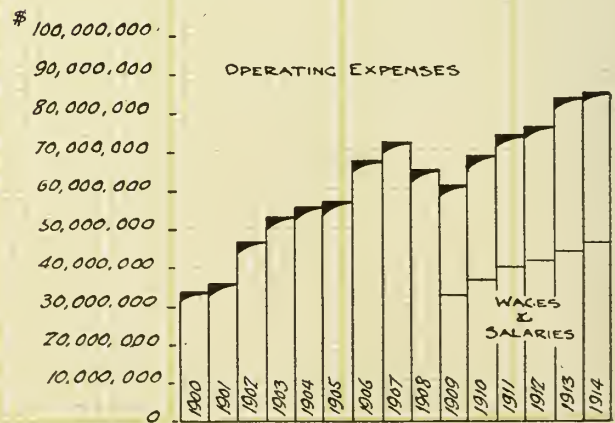
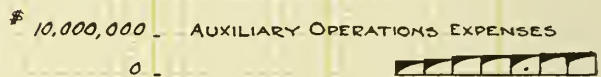
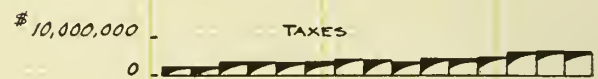
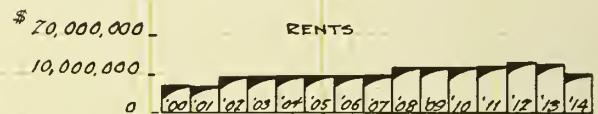
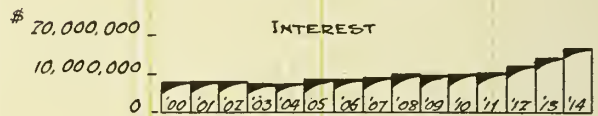
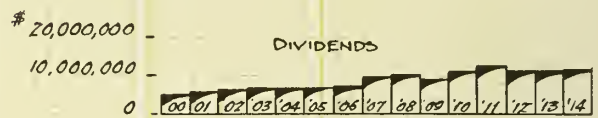
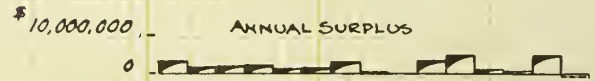
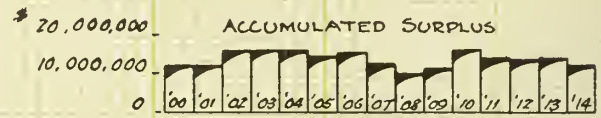
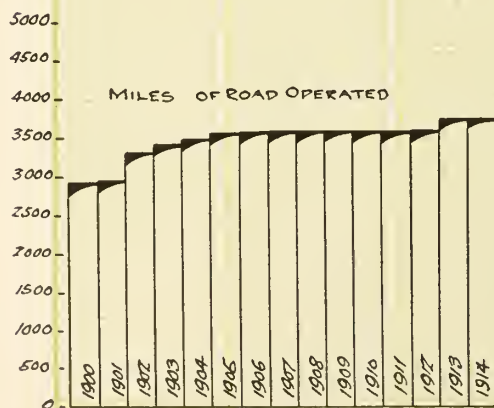
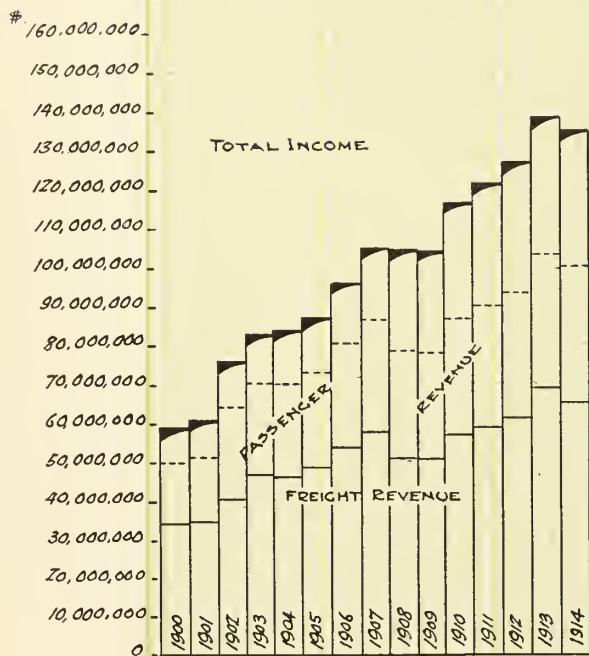
## DISPOSITION OF TOTAL INCOME



TOTAL INCOME FOR FISCAL YEAR ENDING JUNE 30, 1914.  
THE PENNSYLVANIA R. R. CO.

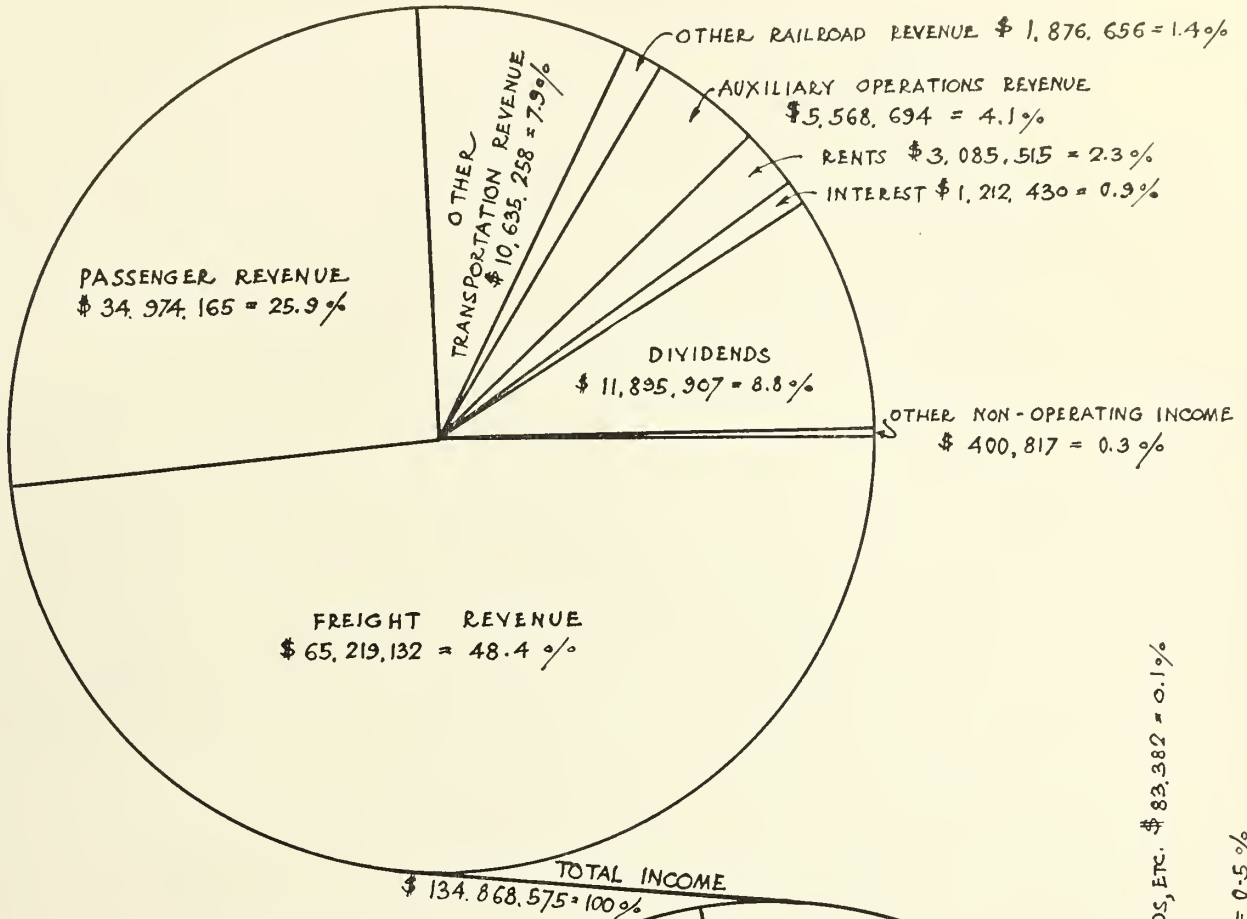


The scale used on Plates 1 and 2 is one tenth, and that on plates 3 to 9 is one fifth, that used on Plates 10 to 14

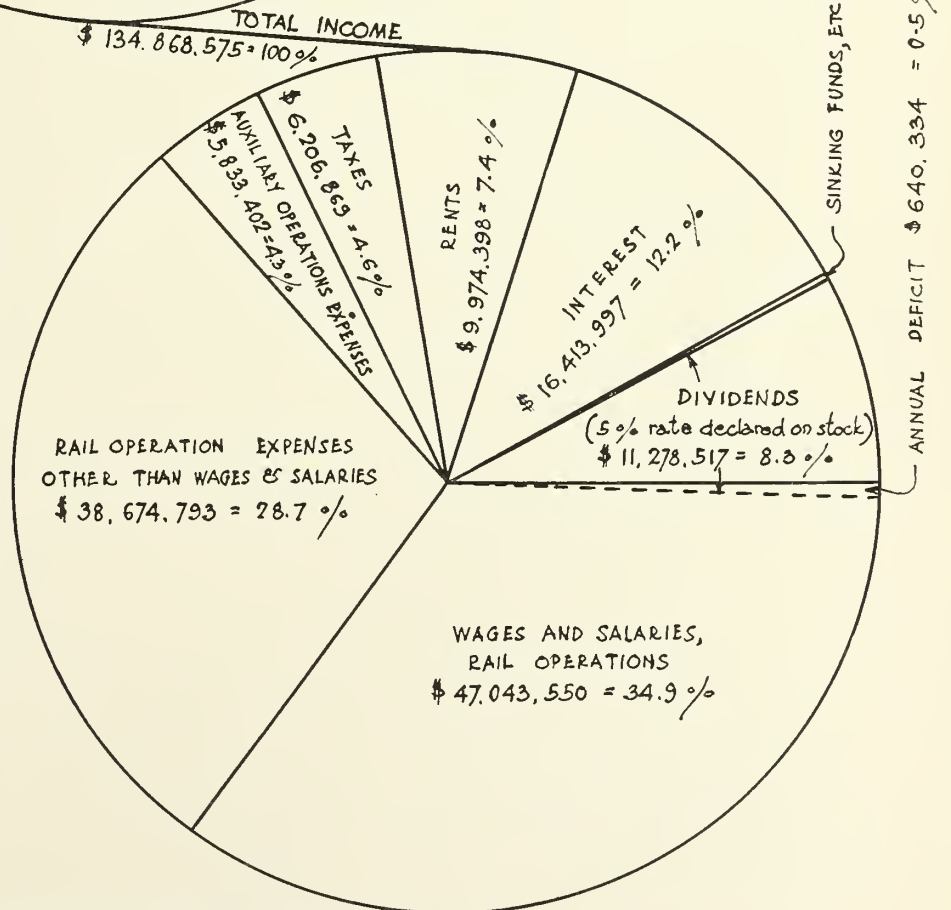


INCOME AND MILEAGE COMPARISONS BY YEARS  
THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD CO.  
SERIES A. PLATE 2

## SOURCES OF TOTAL INCOME



## DISPOSITION OF TOTAL INCOME



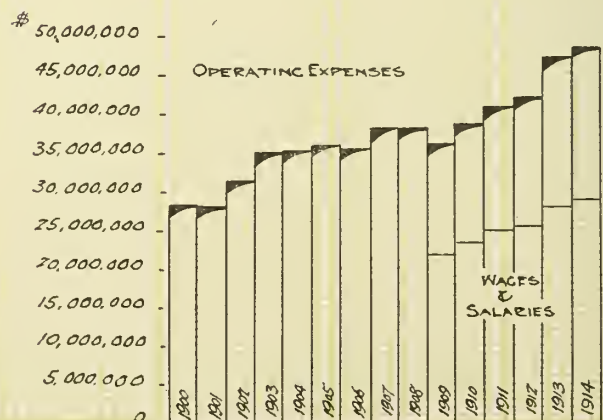
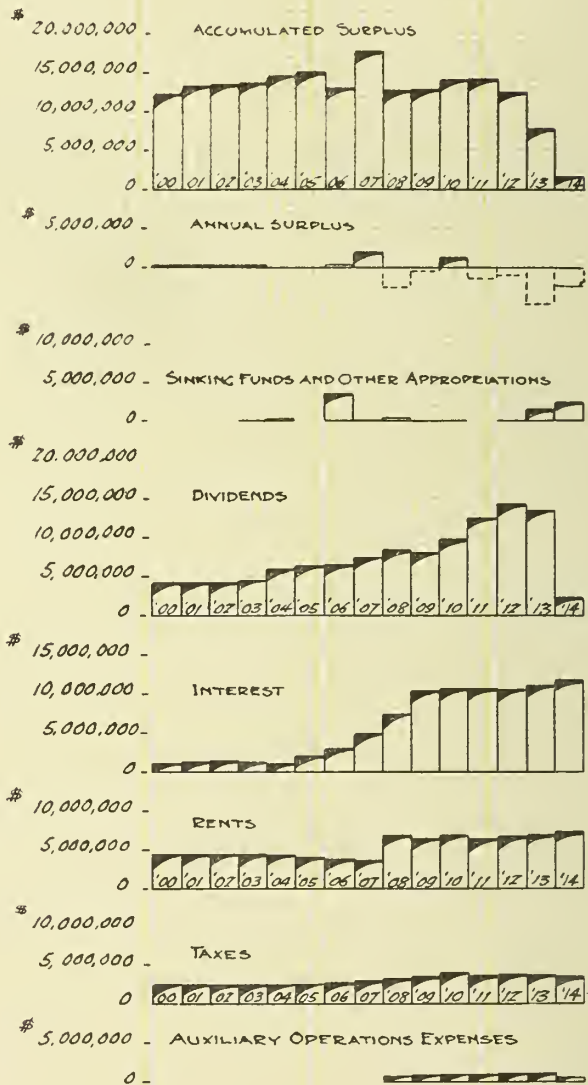
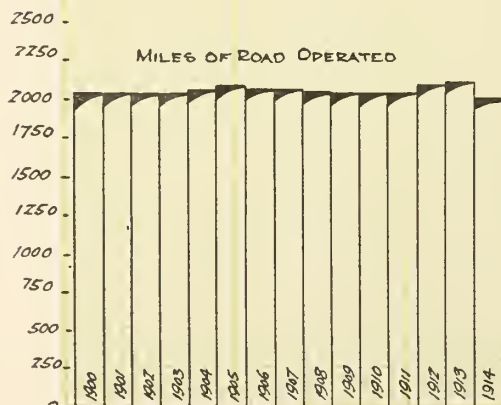
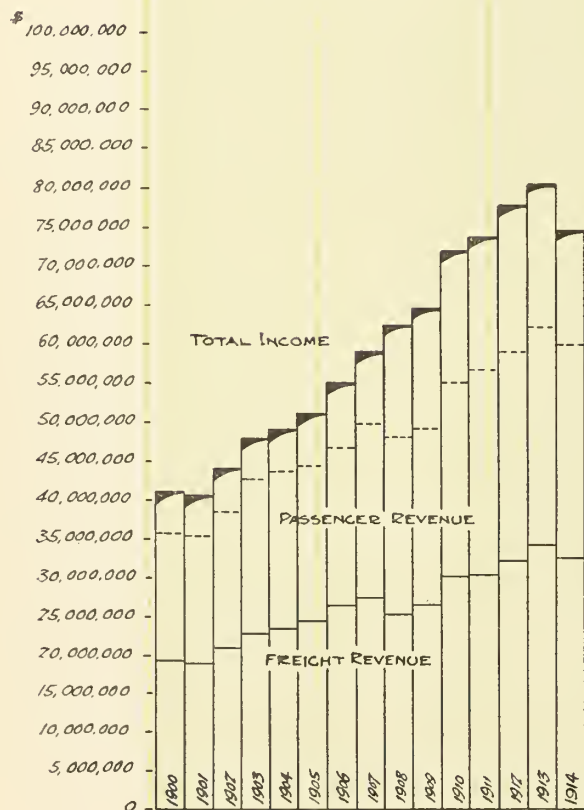
TOTAL INCOME FOR FISCAL YEAR ENDING JUNE 30, 1914.

THE NEW YORK CENTRAL &amp; HUDSON RIVER R. R. CO.

SERIES B. PLATE 2.

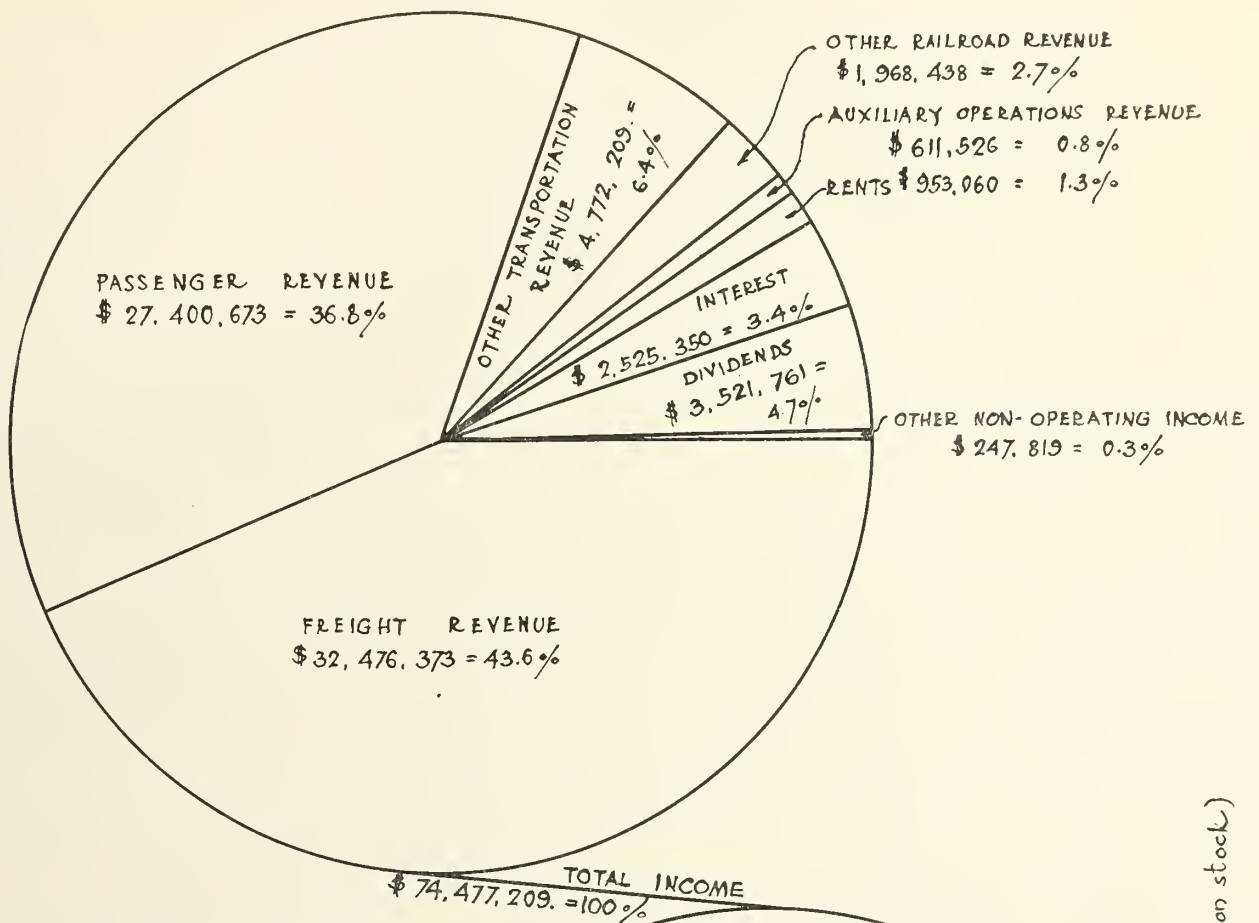


The scale used on Plates 1 and 2 is one tenth, and that on Plates 3 to 9 is one fifth, that used on Plates 10 to 14

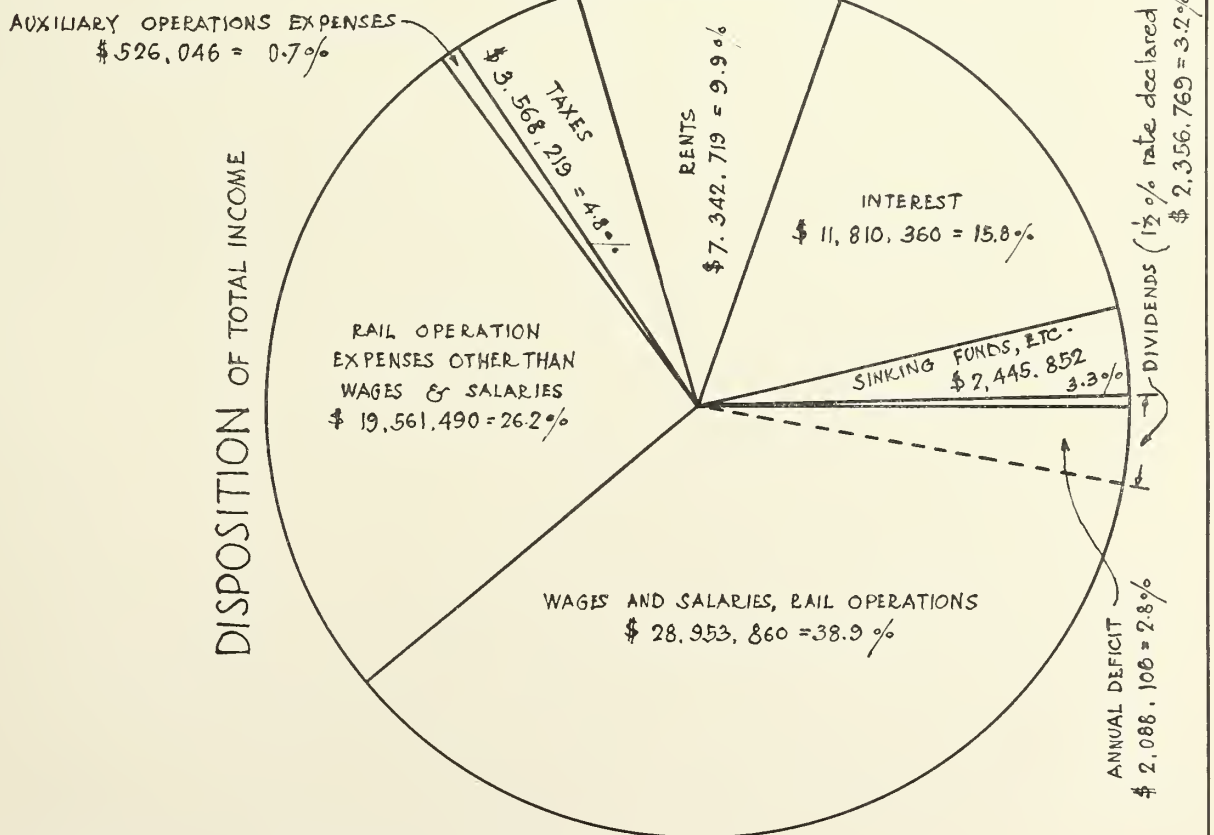


INCOME AND MILEAGE COMPARISONS BY YEARS  
THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD CO.  
SERIES A. PLATE 3.

## SOURCES OF TOTAL INCOME



## DISPOSITION OF TOTAL INCOME

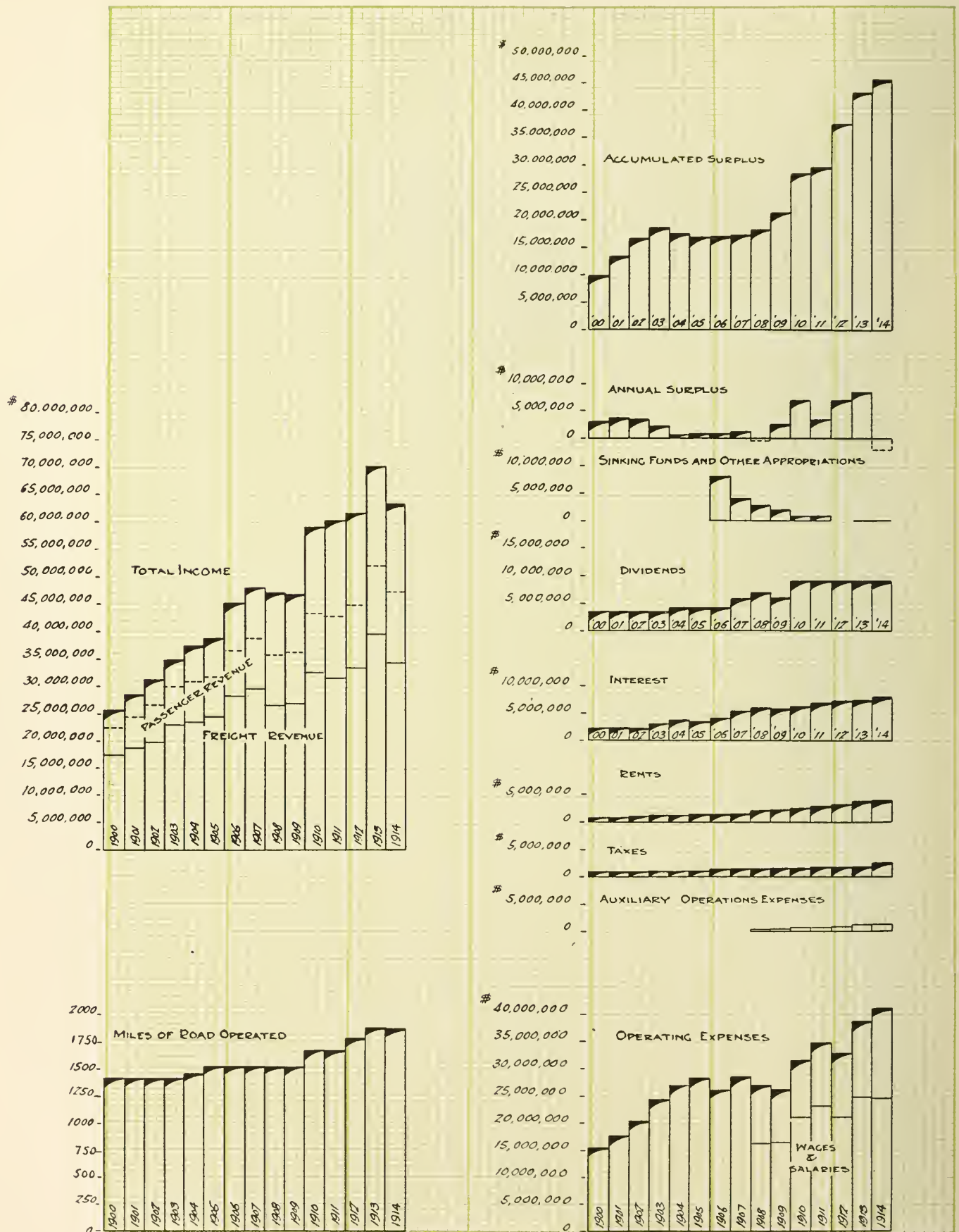


TOTAL INCOME FOR FISCAL YEAR ENDING JUNE 30, 1914.  
THE NEW YORK, NEW HAVEN & HARTFORD R. R. CO.

SERIES B. PLATE 3.

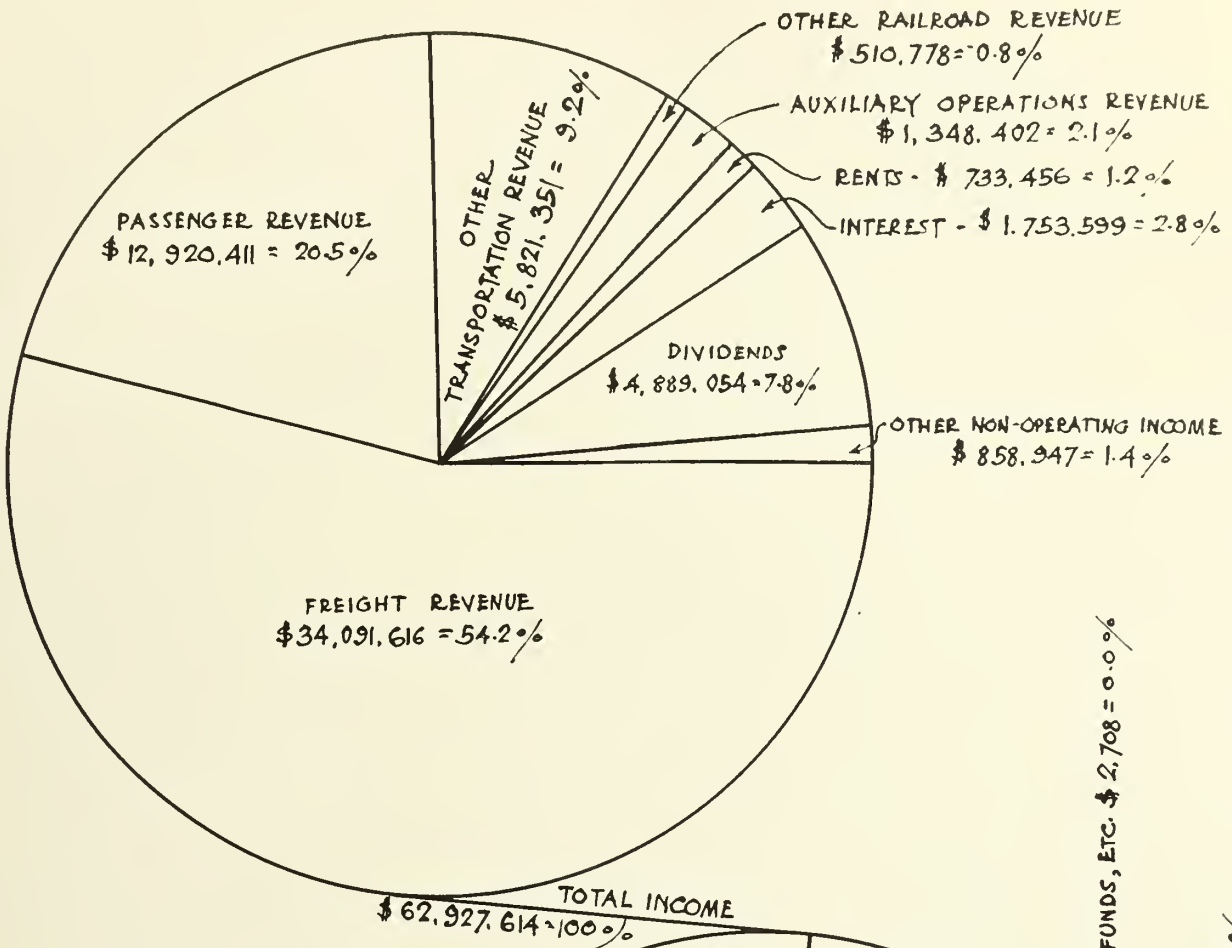


The scale used on Plates 1 and 2 is one-tenth, and that on Plates 3 to 9 is one fifth, that used on Plates 10 to 14.

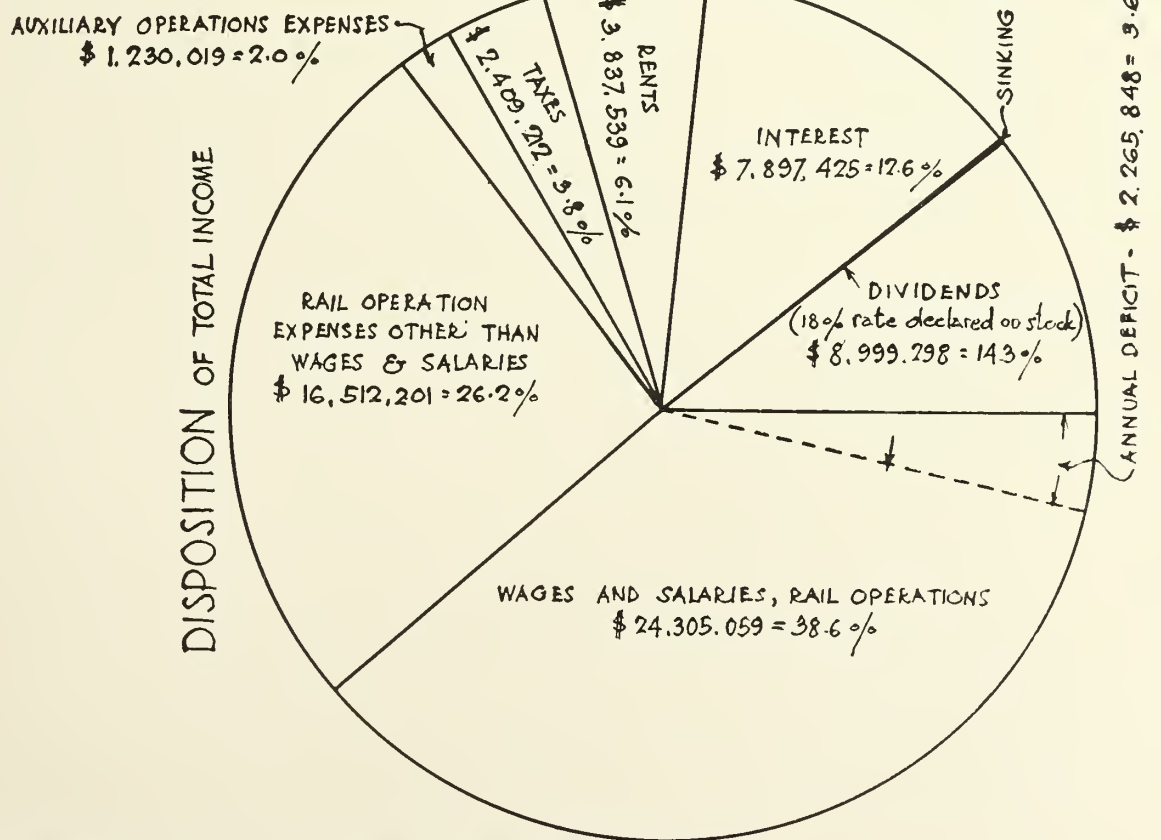


INCOME AND MILEAGE COMPARISONS BY YEARS  
THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY CO.  
SERIES A. PLATE 4.

## SOURCES OF TOTAL INCOME



## DISPOSITION OF TOTAL INCOME

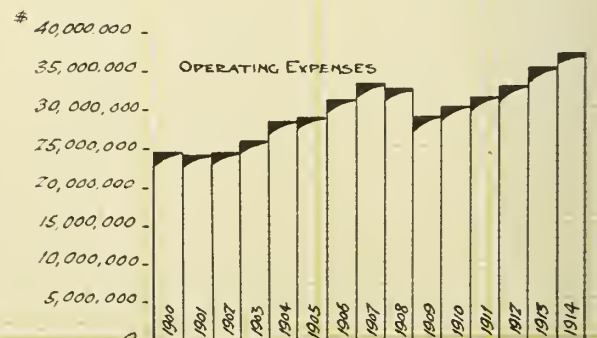
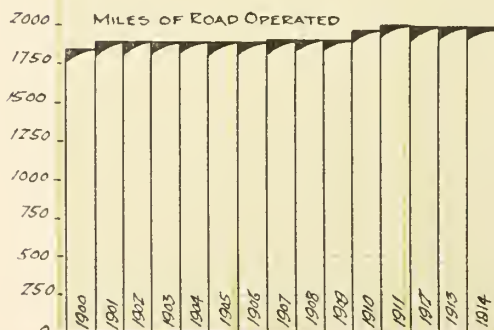
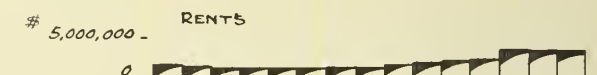
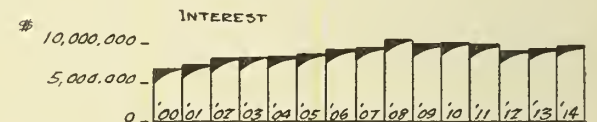
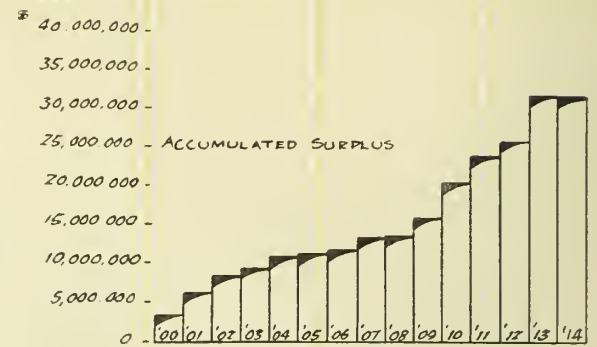
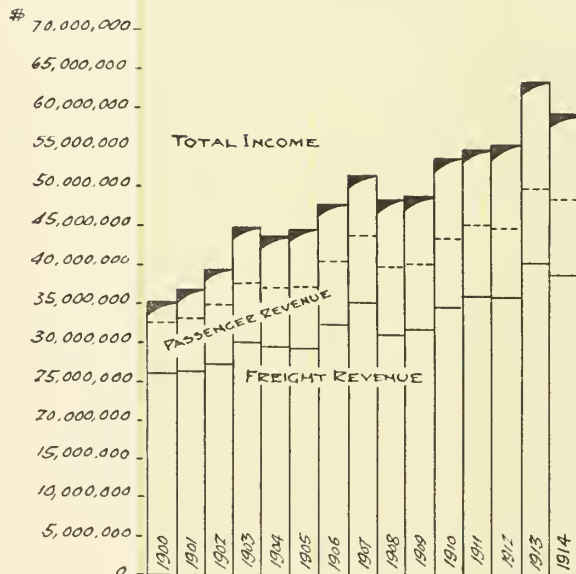


TOTAL INCOME FOR FISCAL YEAR ENDING JUNE 30, 1914.  
THE LAKE SHORE & MICHIGAN SOUTHERN R.R. CO.

SERIES B. PLATE 4.



The scale used on Plates 1 and 2 is one tenth, and that on Plates 3 to 9 is one fifth, that used on Plates 10 to 14

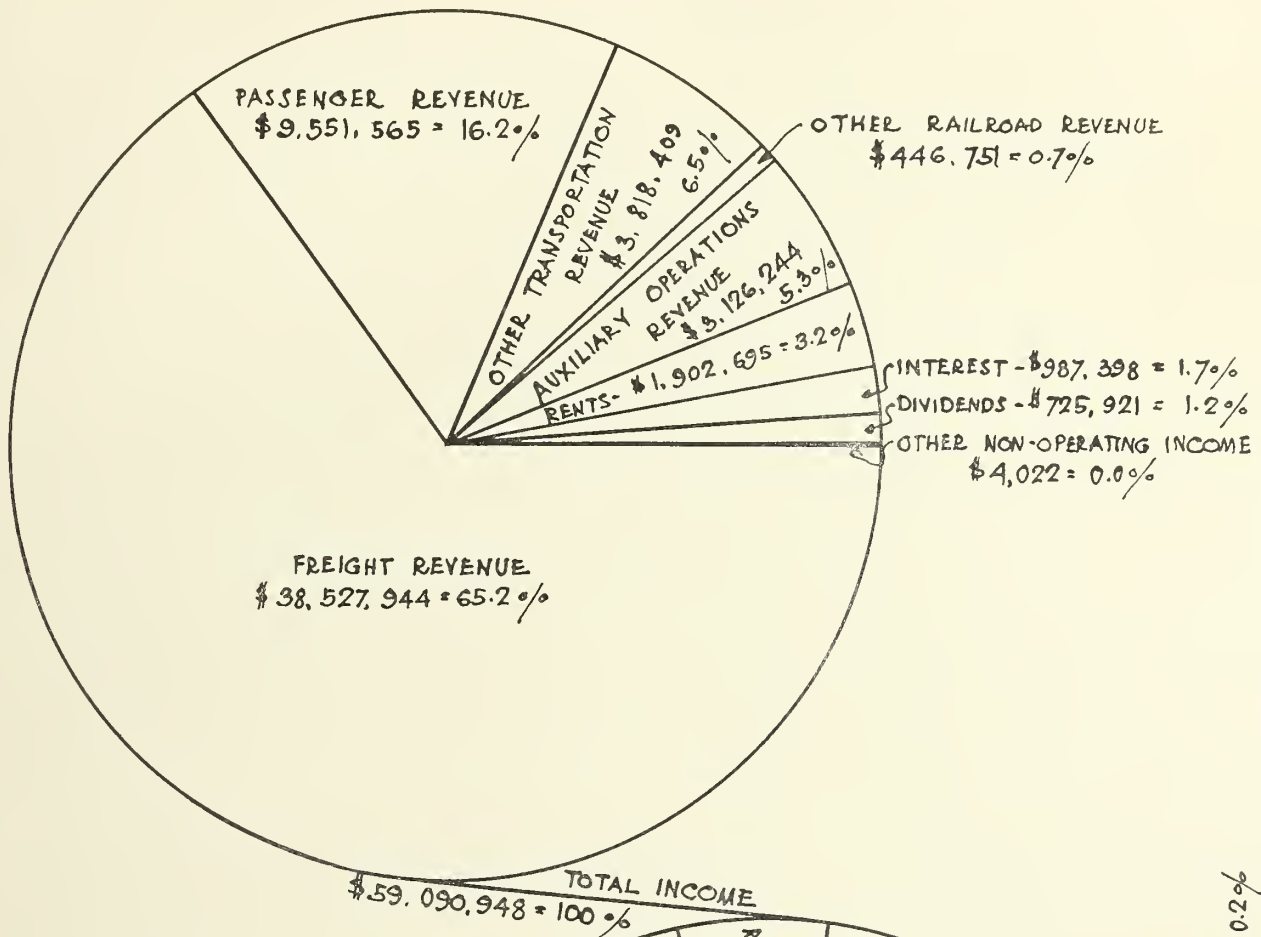


INCOME AND MILEAGE COMPARISONS BY YEARS.

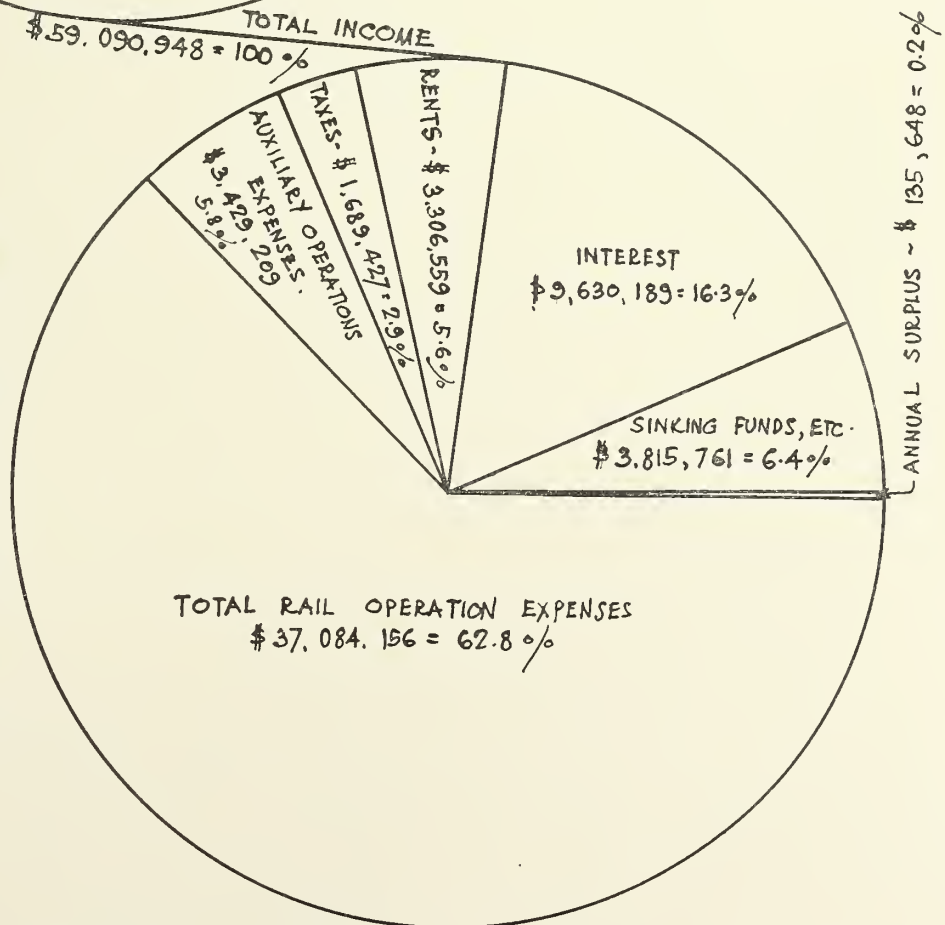
ERIE RAILROAD CO.

SERIES A. PLATE 5

## SOURCES OF TOTAL INCOME



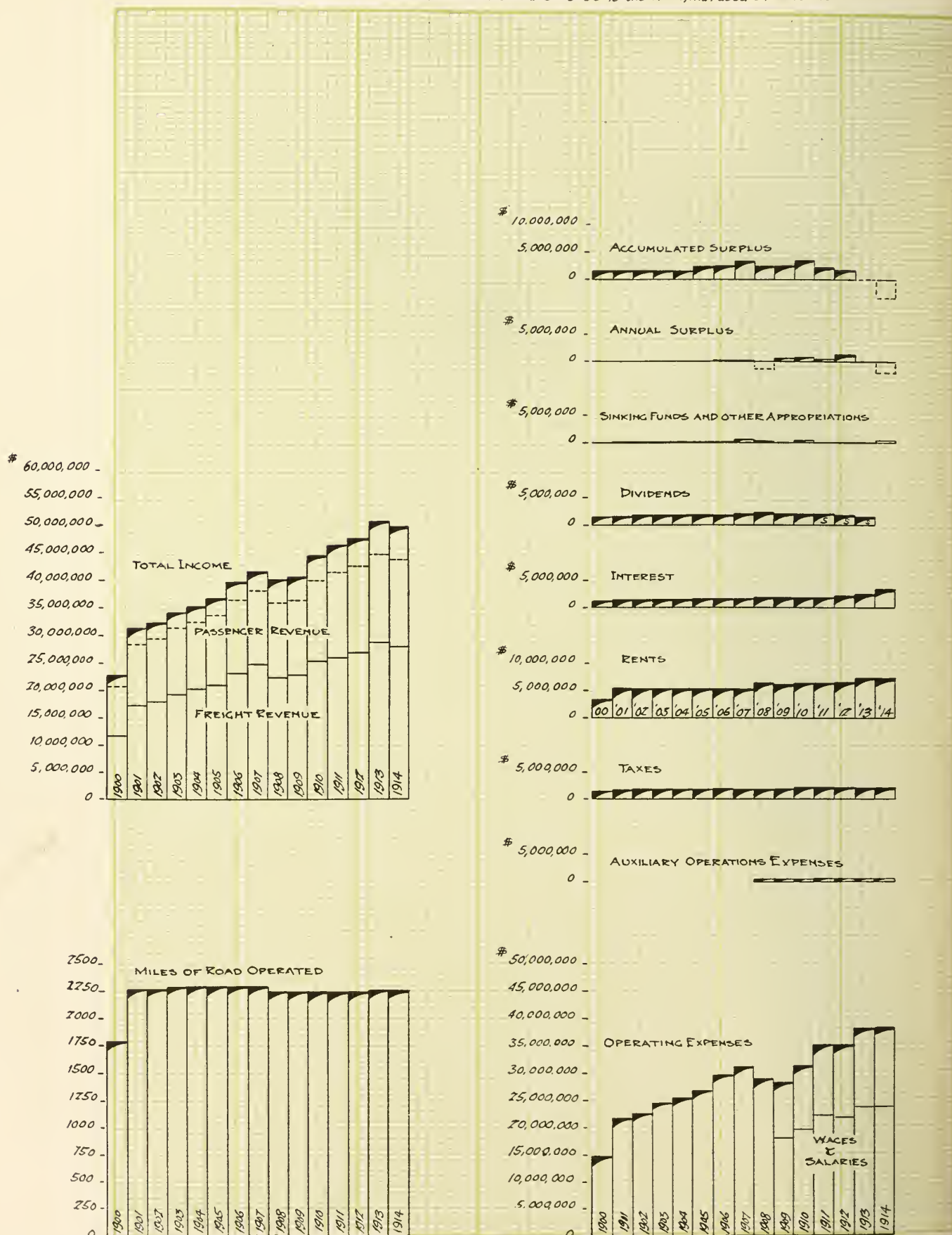
## DISPOSITION OF TOTAL INCOME



TOTAL INCOME FOR FISCAL YEAR ENDING JUNE 30, 1914.  
 ERIE RAILROAD CO.

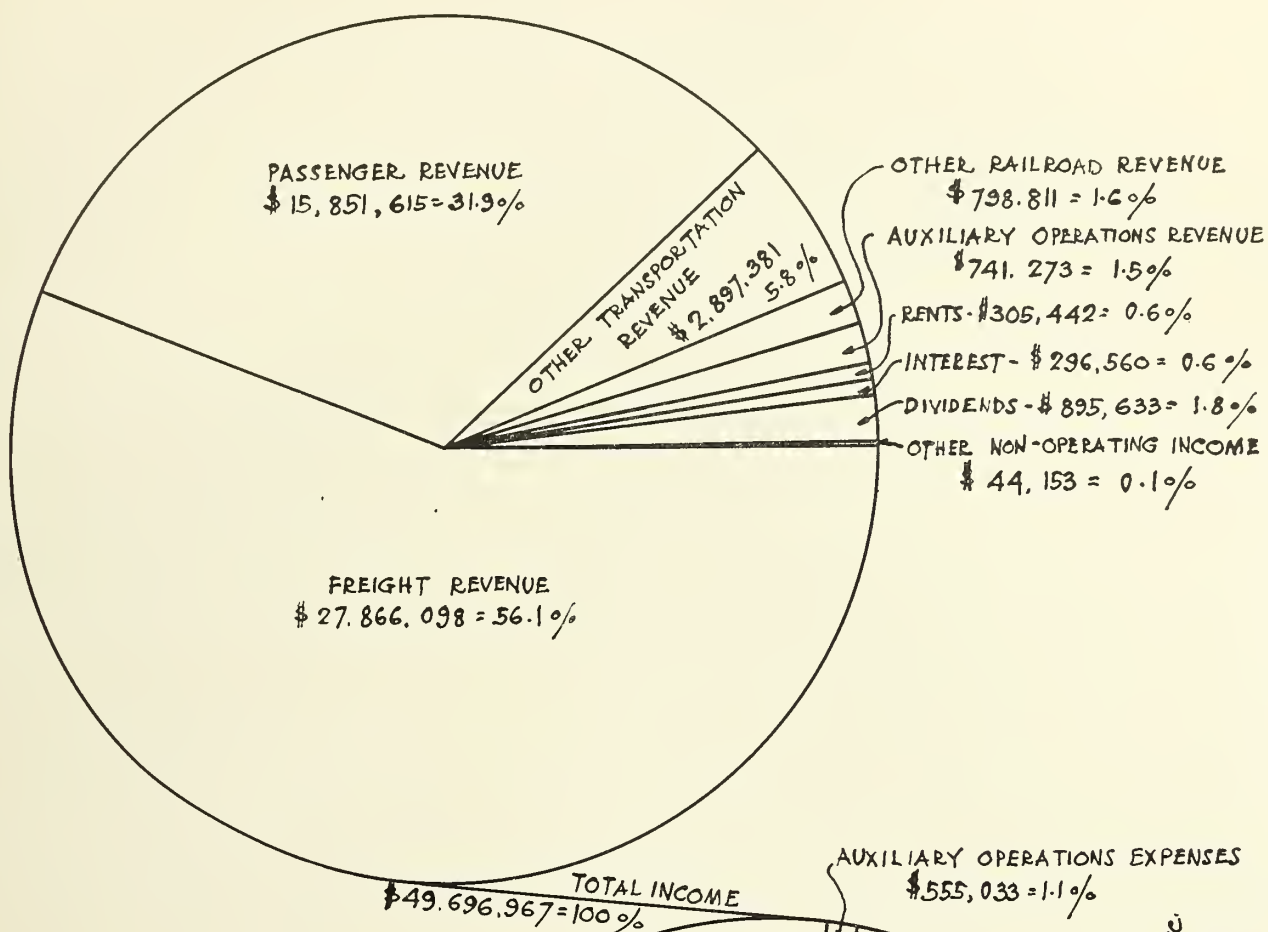


The scale used on Plates 1 and 2 is one-tenth, and that on Plates 3 to 9 is one-fifth, that used on Plates 10 to 14

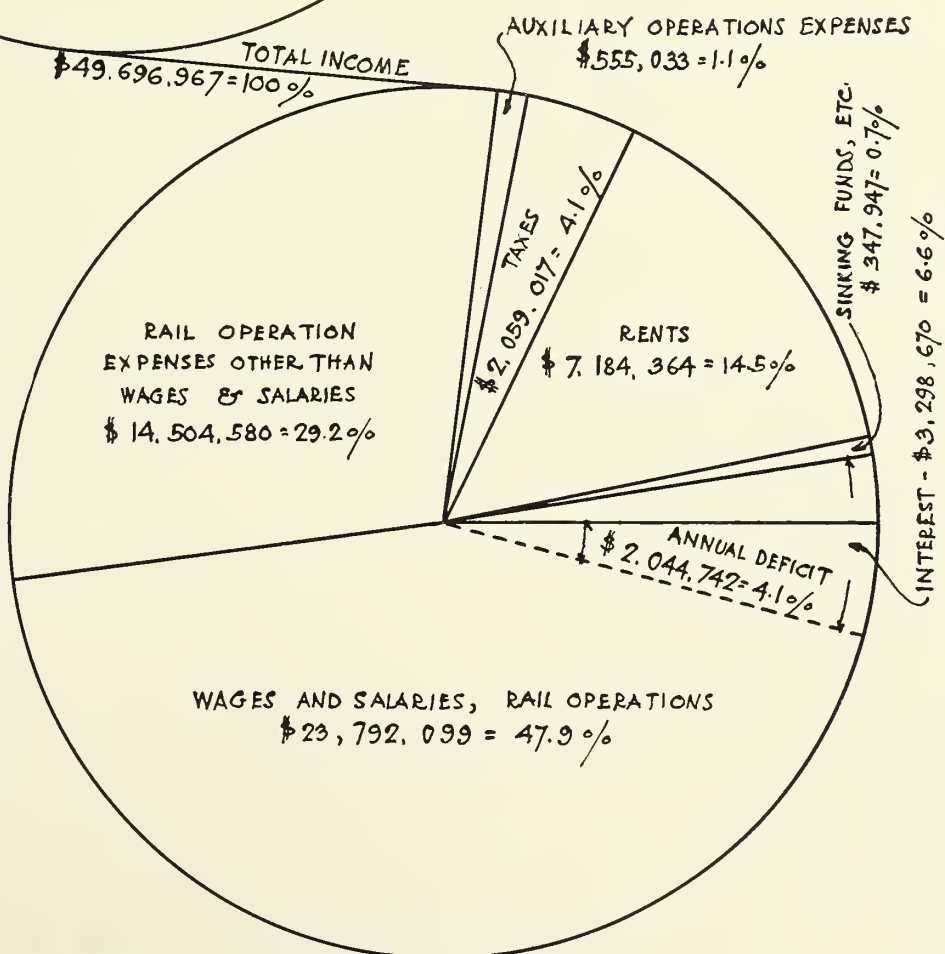


INCOME AND MILEAGE COMPARISONS BY YEARS.  
BOSTON AND MAINE RAIL ROAD  
SERIES A- PLATE 6

## SOURCES OF TOTAL INCOME



## DISPOSITION OF TOTAL INCOME

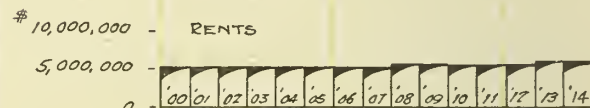
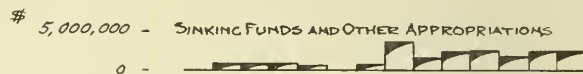
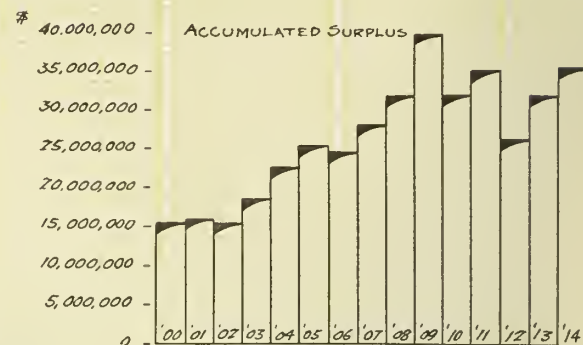
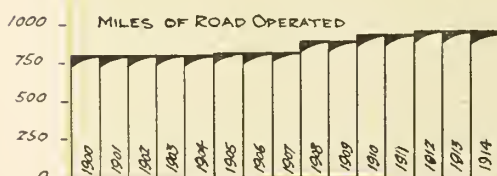


TOTAL INCOME FOR FISCAL YEAR ENDING JUNE 30, 1914.  
BOSTON & MAINE R. R.

SERIES B. PLATE 6.

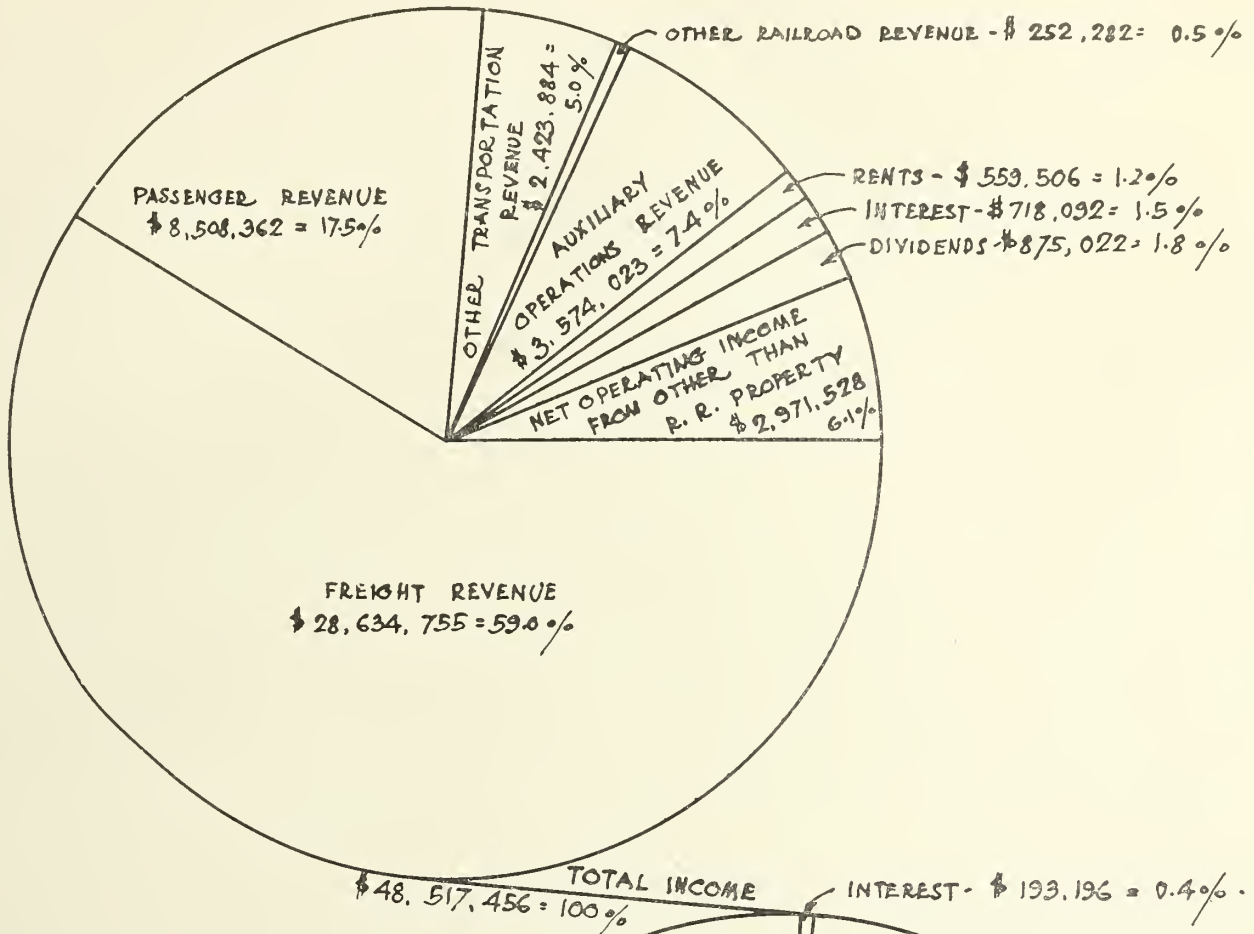


The scale used on Plates 1 and 2 is one-tenth, and that on Plates 3 to 9 is one-fifth, that used on Plates 10 to 14

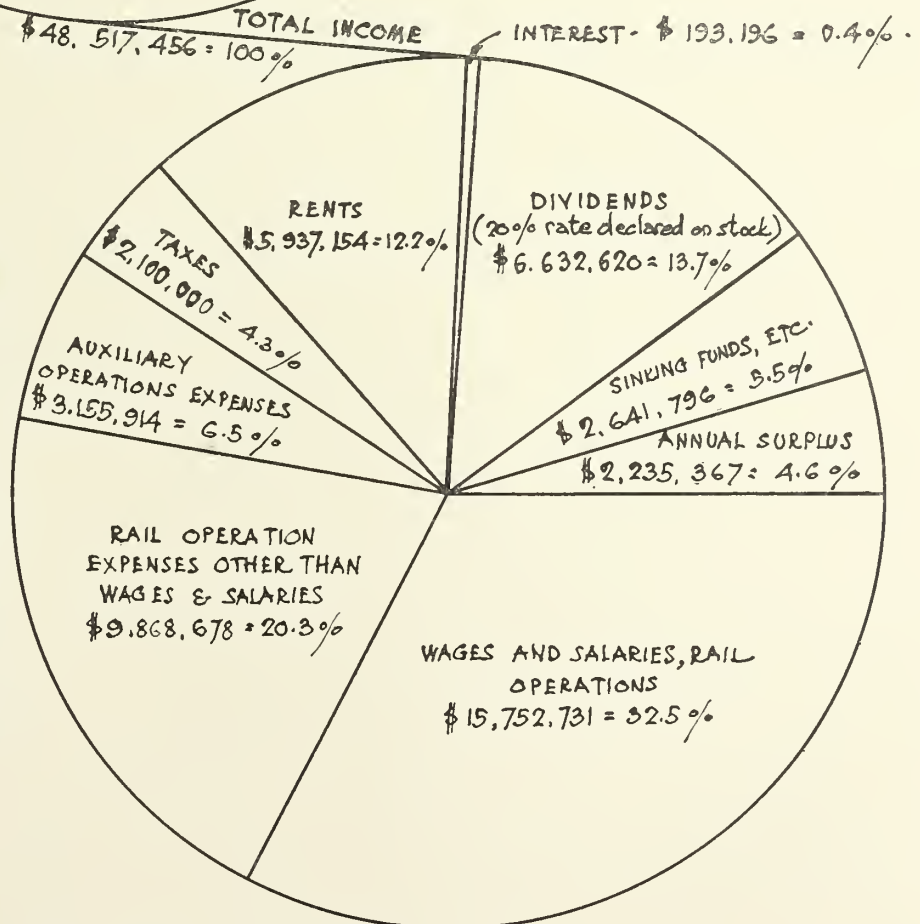


INCOME AND MILEAGE COMPARISONS BY YEARS  
THE DELAWARE, LACKAWANNA AND WESTERN RAILROAD CO.  
SERIES A. PLATE 7.

## SOURCES OF TOTAL INCOME



## DISPOSITION OF TOTAL INCOME

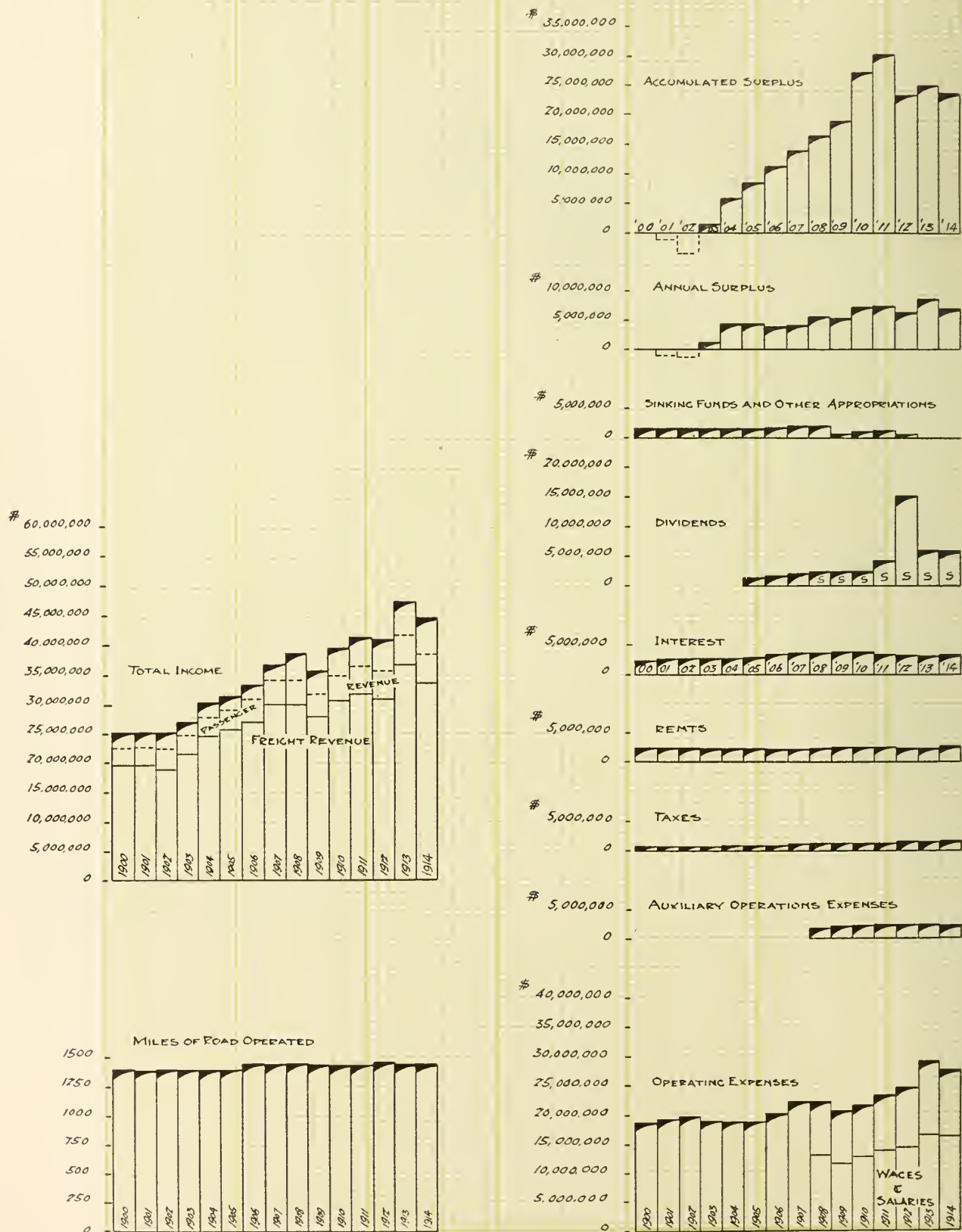


TOTAL INCOME FOR FISCAL YEAR ENDING JUNE 30, 1914.  
THE DELAWARE, LACKAWANNA & WESTERN R. R. CO.

SERIES B. PLATE 7.

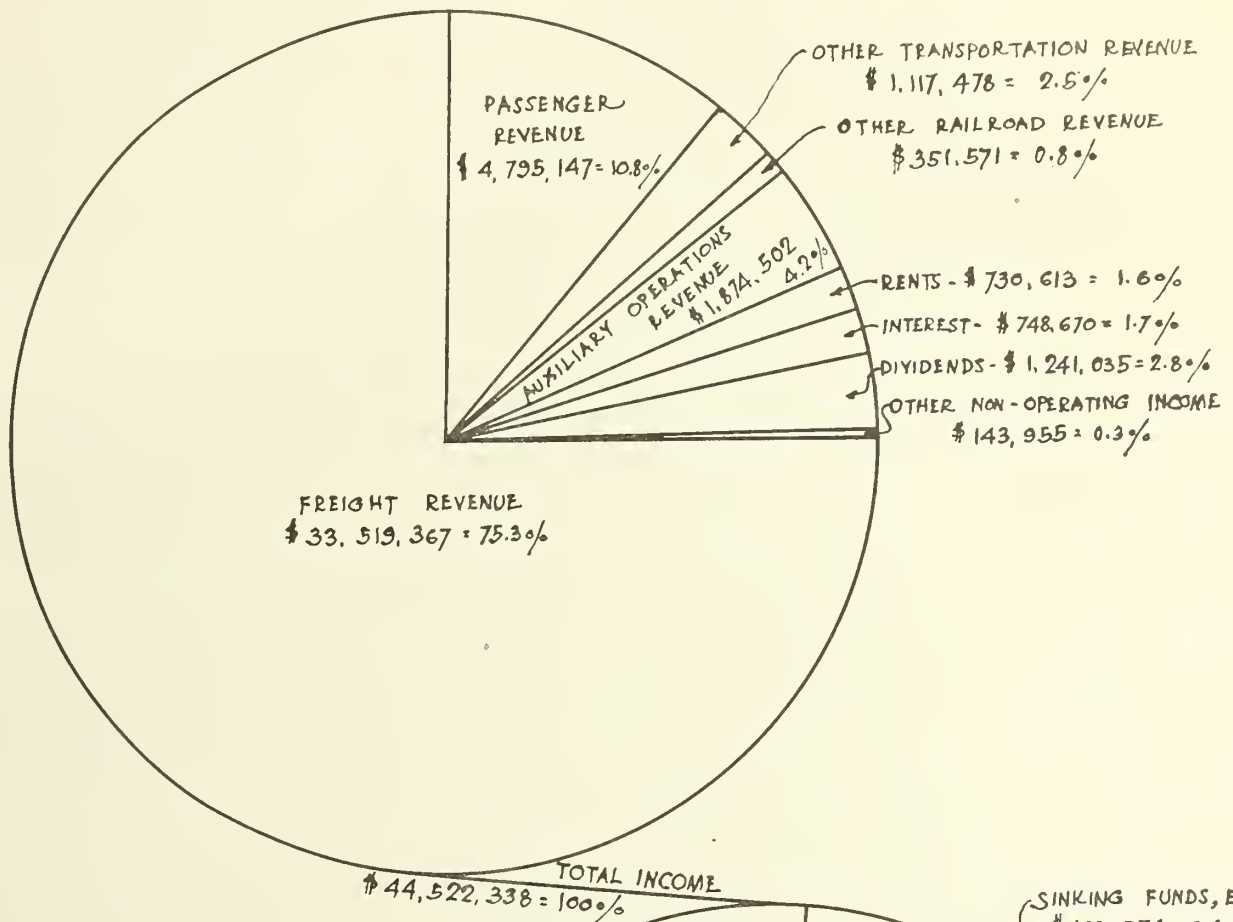


The scale used on Plates 1 and 2 is one-tenth, and that on Plates 3 to 9 is one-fifth, that used on Plates 10 to 14

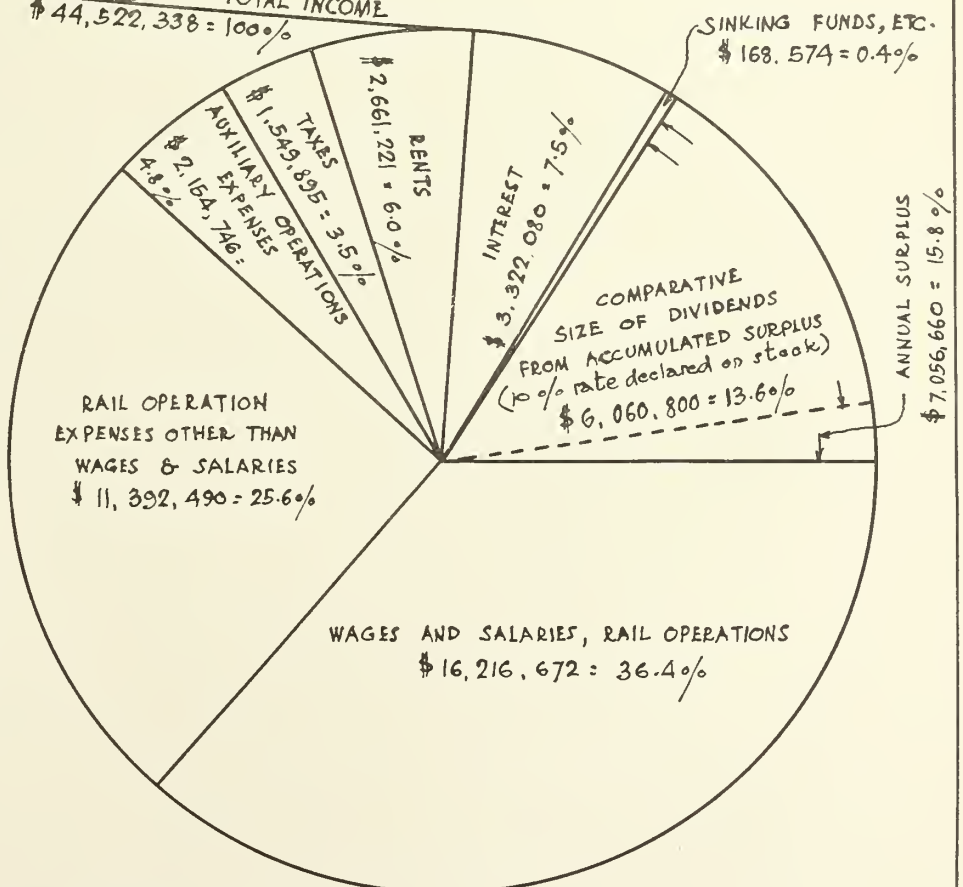


INCOME AND MILEAGE COMPARISONS BY YEARS  
LEHIGH VALLEY RAILROAD CO.  
SERIES A. PLATE 8

## SOURCES OF TOTAL INCOME



## DISPOSITION OF TOTAL INCOME



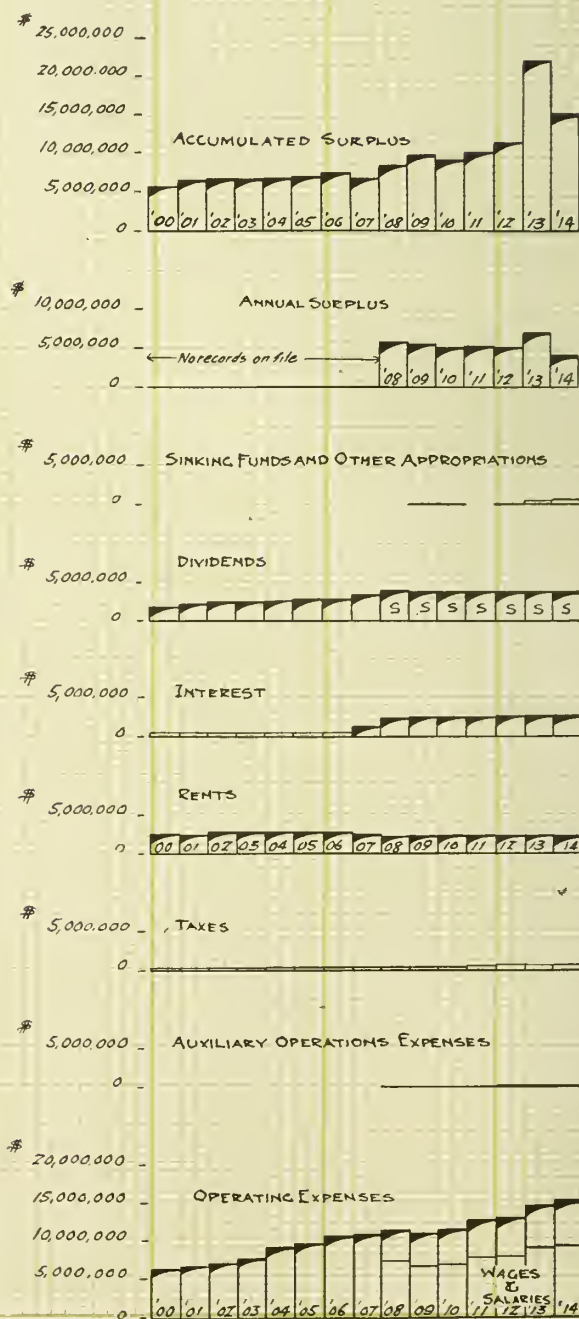
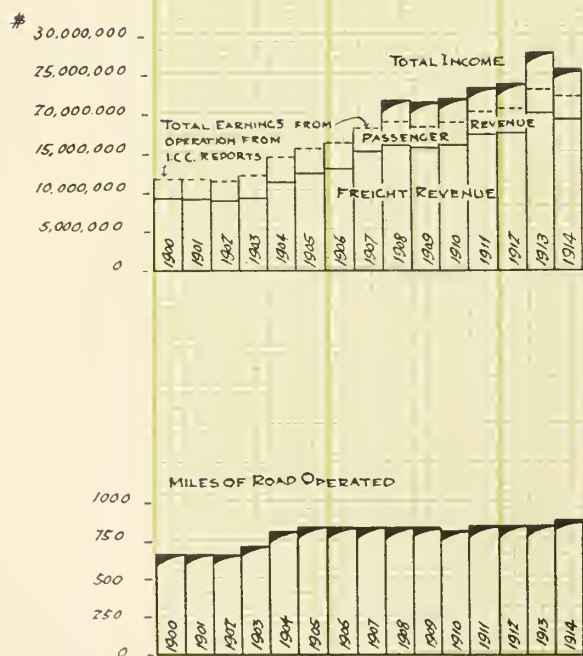
TOTAL INCOME FOR FISCAL YEAR ENDING JUNE 30, 1914.

LEHIGH VALLEY R. R. CO.

SERIES B. PLATE 8.

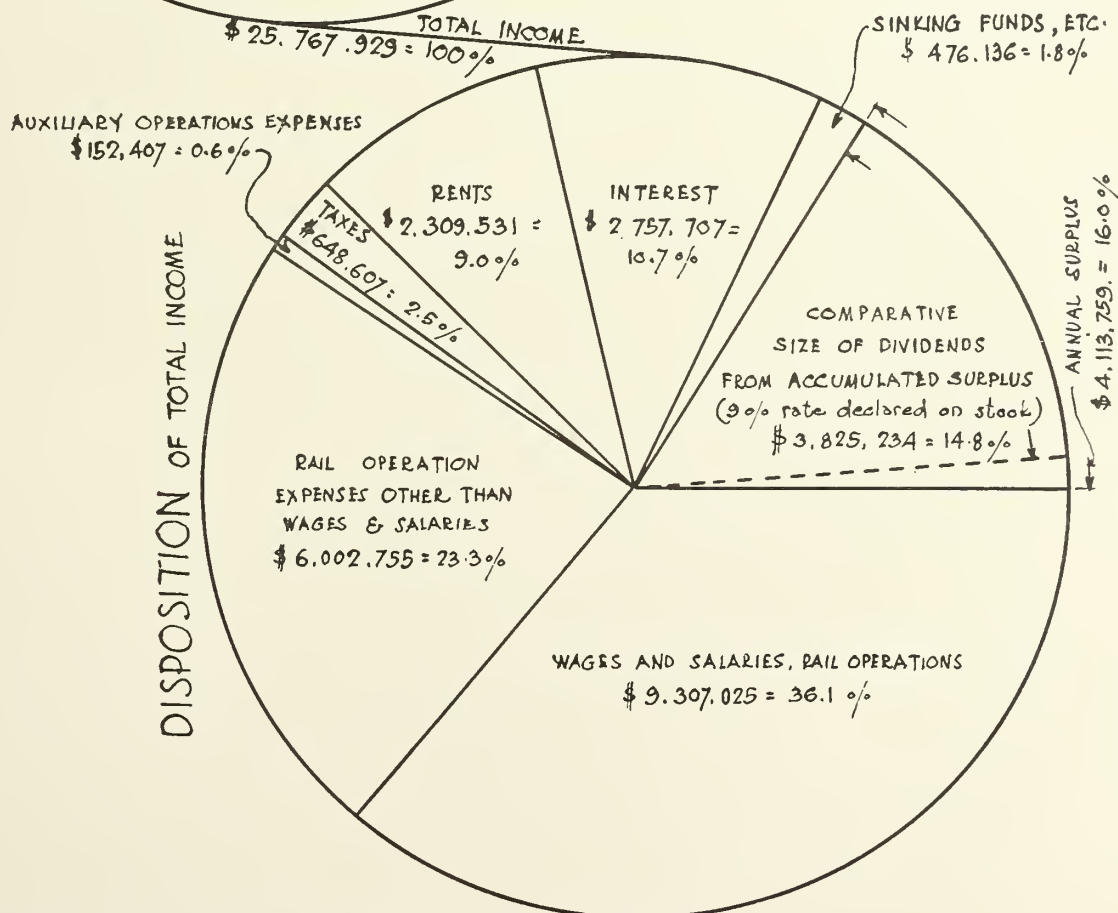
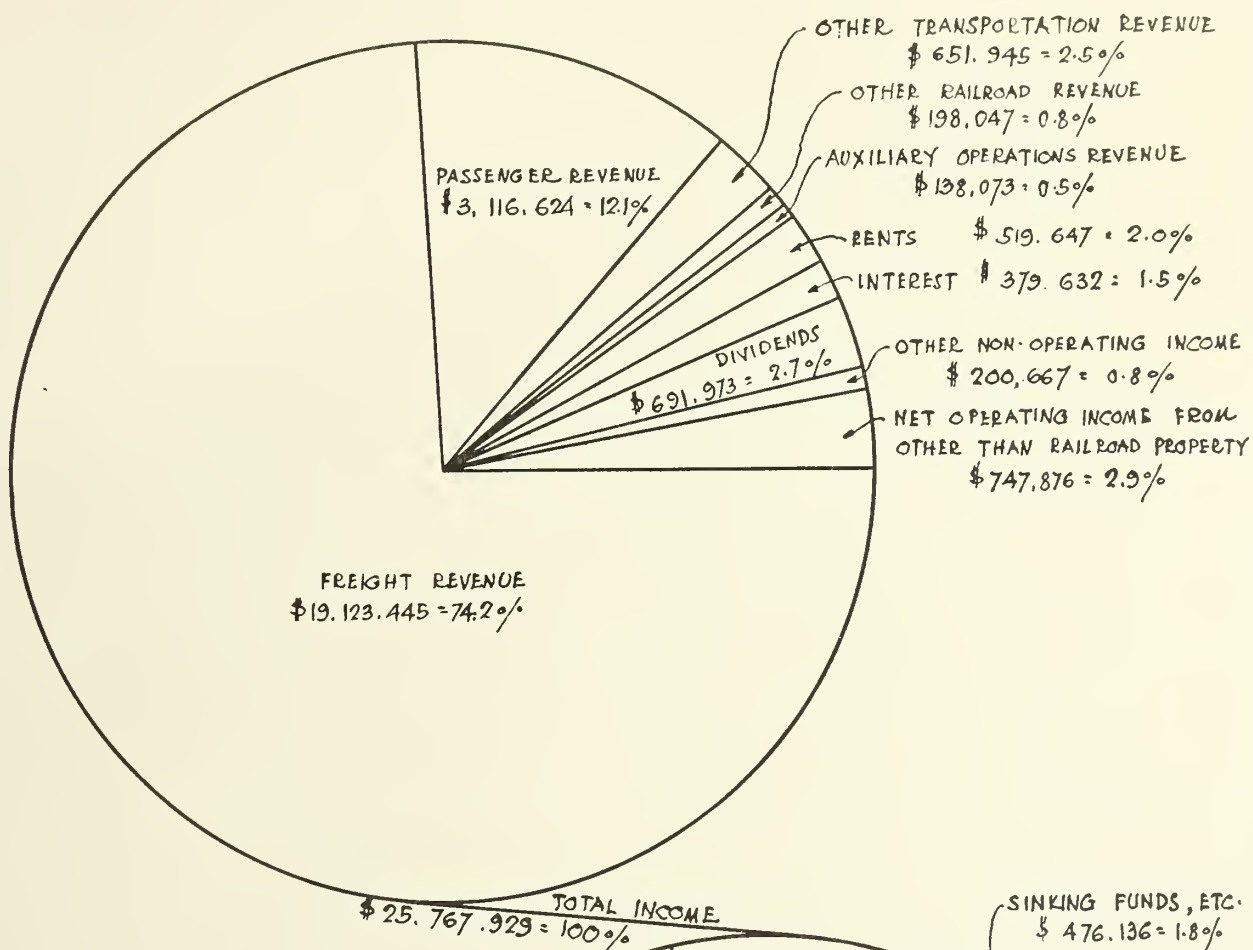


The scale used on Plates 1 and 2 is one-tenth, and that on Plates 3 to 9 is one-fifth, that used on Plates 10 to 14



INCOME AND MILEAGE COMPARISONS BY YEARS  
THE DELAWARE AND HUDSON CO.  
SERIES A. PLATE 9

SOURCES OF TOTAL INCOME

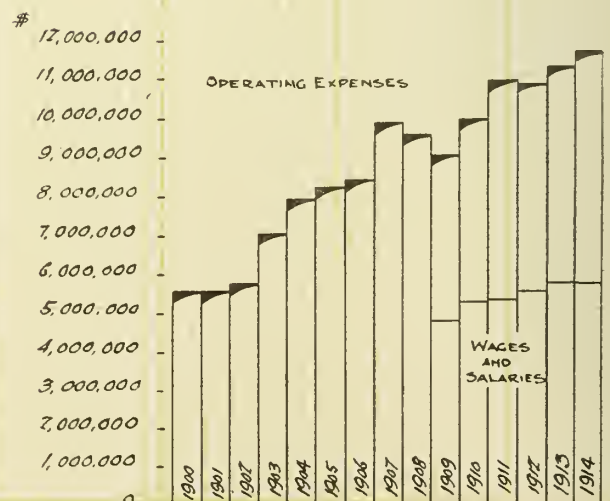
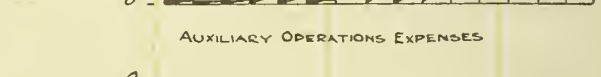
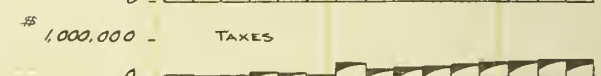
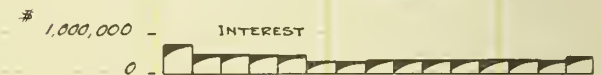
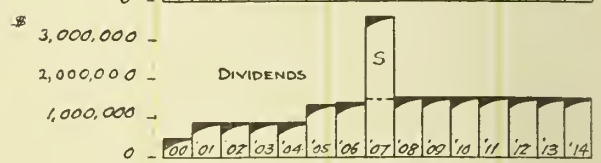
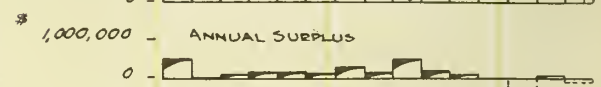
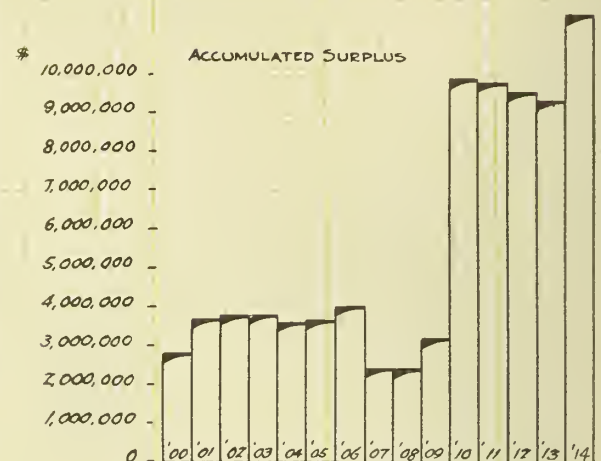
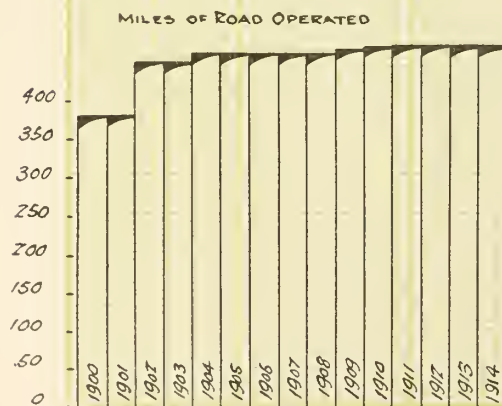
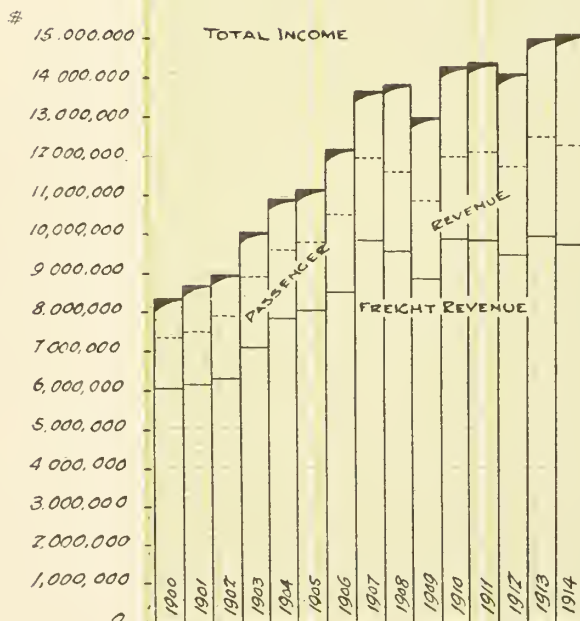


TOTAL INCOME FOR FISCAL YEAR ENDING JUNE 30, 1914.  
THE DELAWARE & HUDSON CO.

SERIES B, PLATE 9.

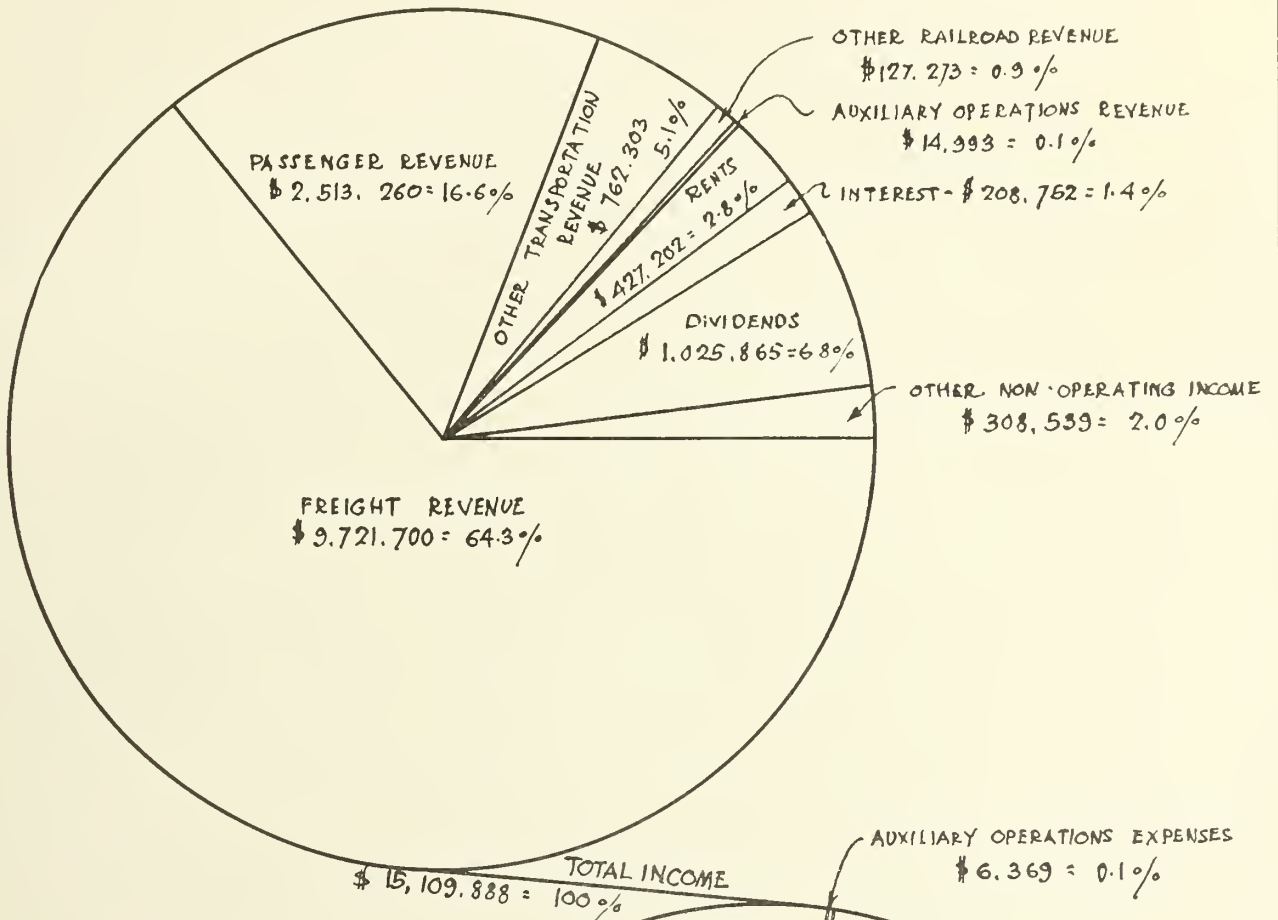


The scale used on Plates 1 and 2 is one-tenth, and that used on Plates 3 to 9 is one-fifth, that used on Plates 10 to 14

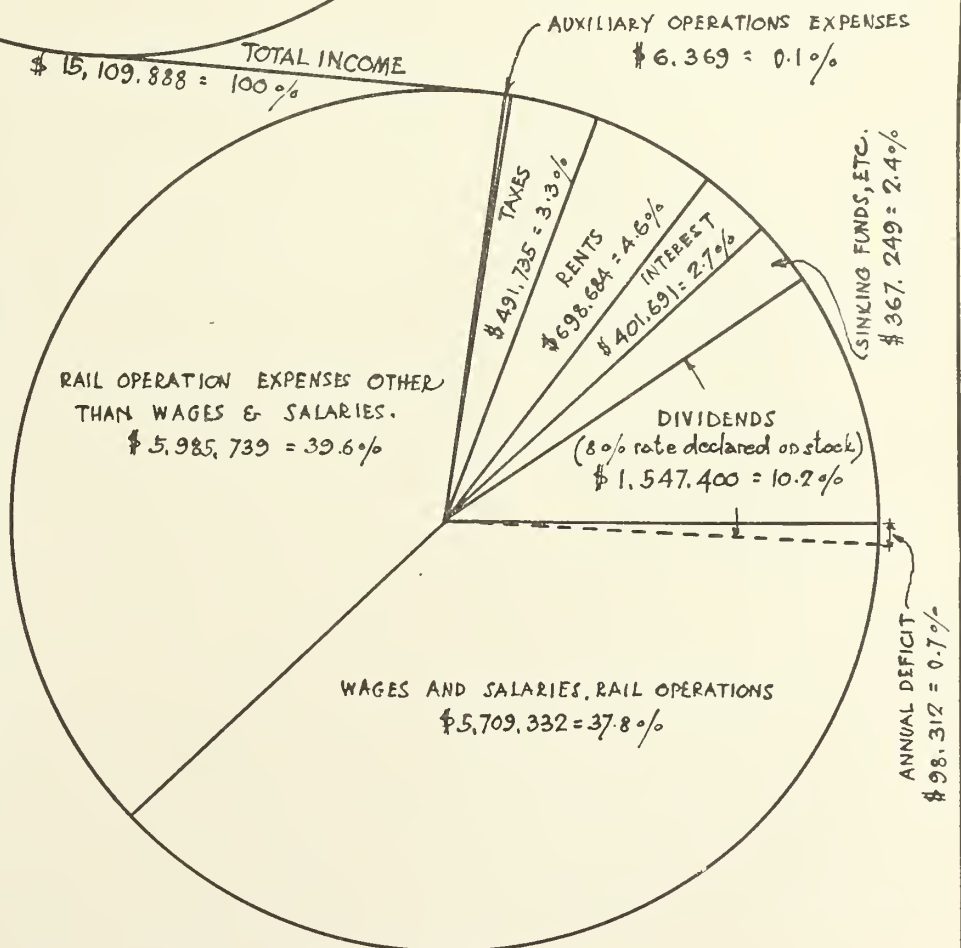


INCOME AND MILEAGE COMPARISONS BY YEARS  
THE NORTHERN CENTRAL RAILWAY CO.  
SERIES A PLATE 10.

## SOURCES OF TOTAL INCOME



## DISPOSITION OF TOTAL INCOME

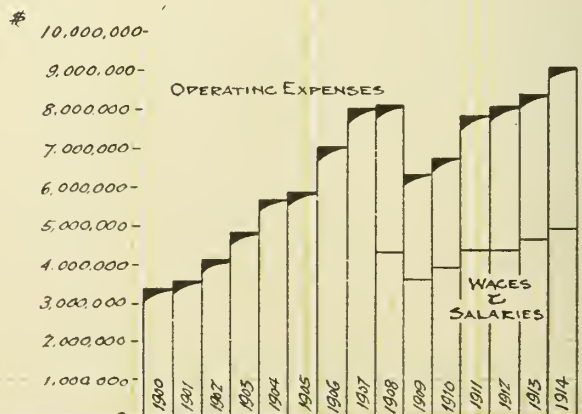
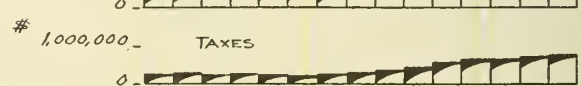
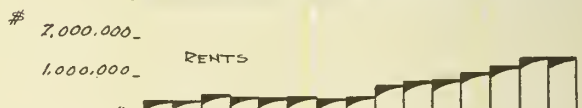
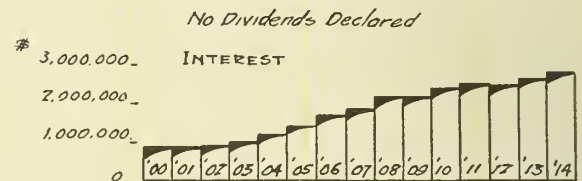
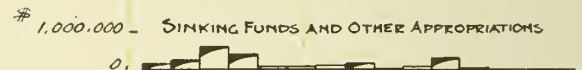
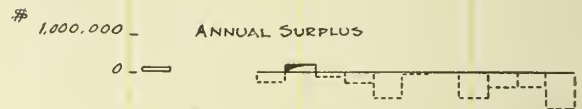
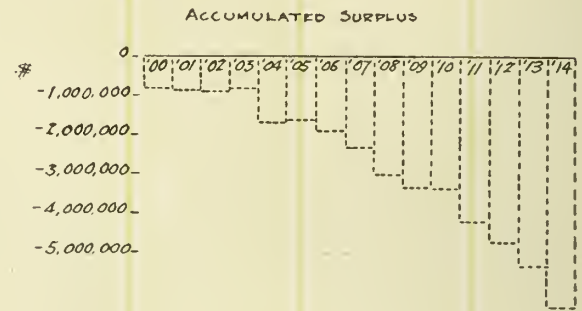
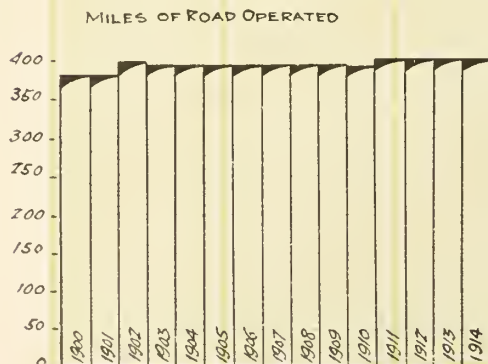
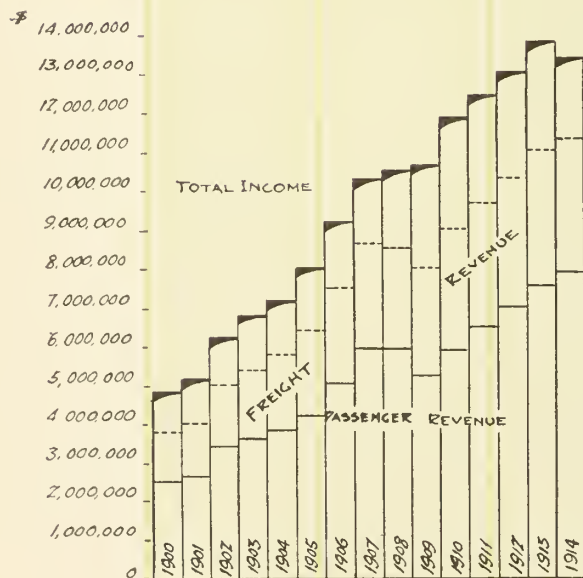


TOTAL INCOME FOR FISCAL YEAR ENDING JUNE 30, 1914.  
THE NORTHERN CENTRAL RY. CO.

SERIES B. PLATE 10

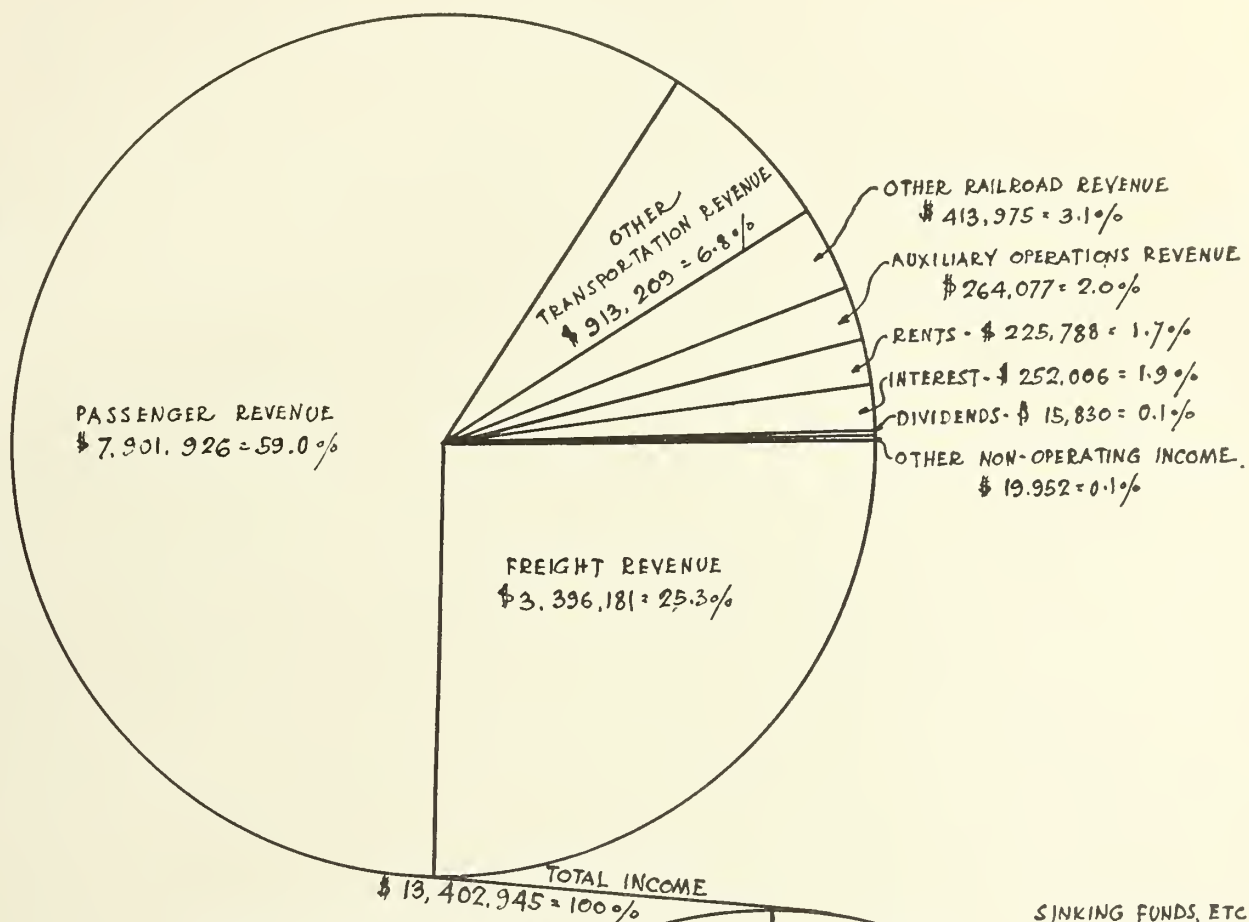


The scale used on Plates 1 and 2 is one-tenth, and that on Plates 3 to 9 is one-fifth, that used on Plates 10 to 14.

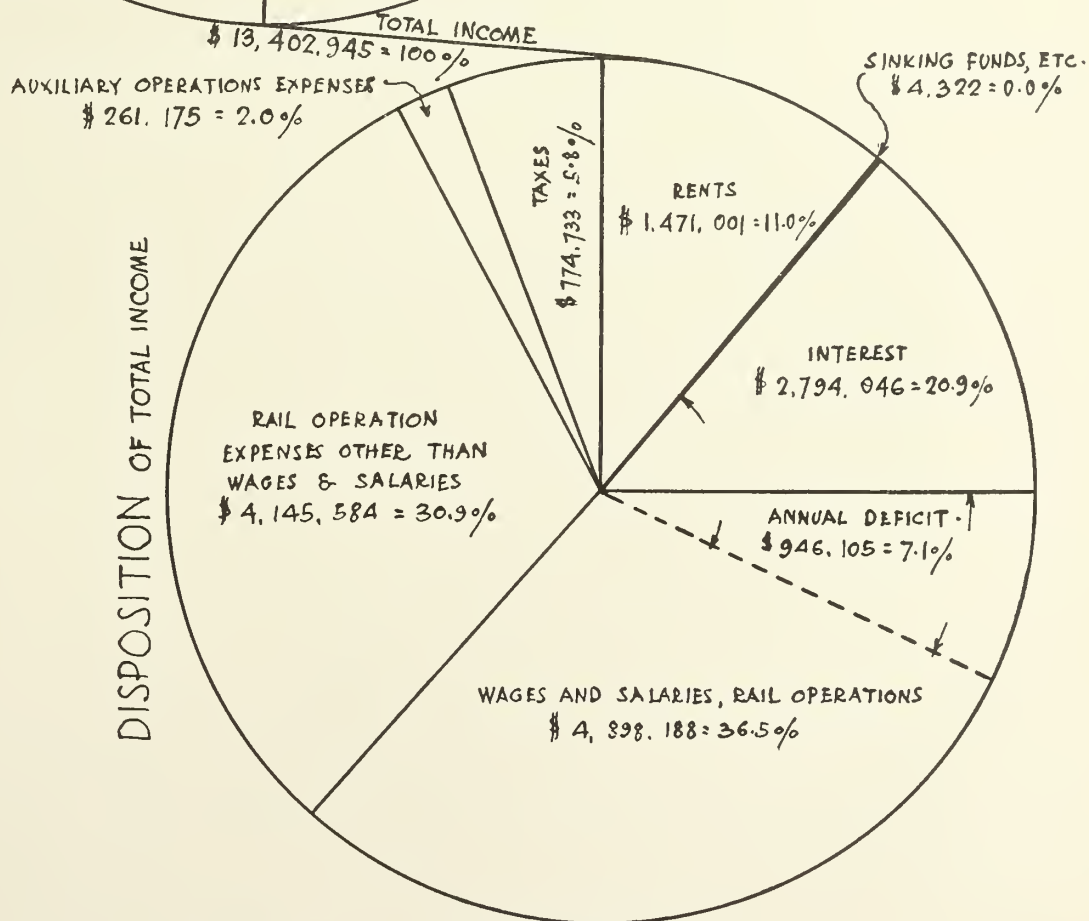


INCOME AND MILEAGE COMPARISONS BY YEARS  
THE LONG ISLAND RAILROAD CO.  
SERIES A PLATE 11

SOURCES OF TOTAL INCOME



DISPOSITION OF TOTAL INCOME

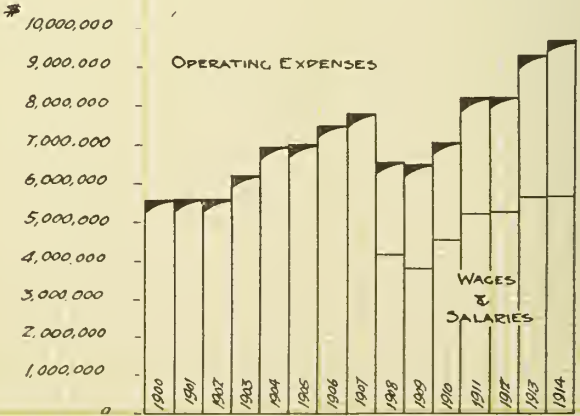
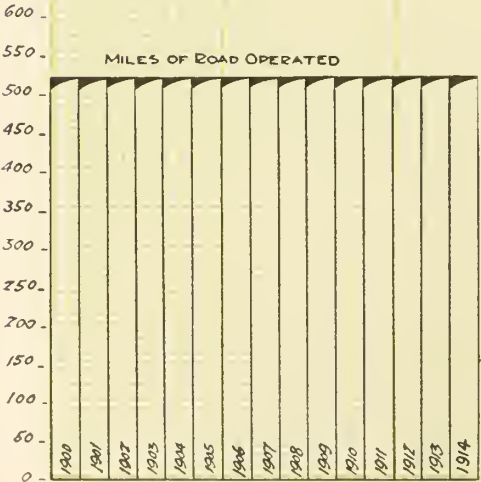
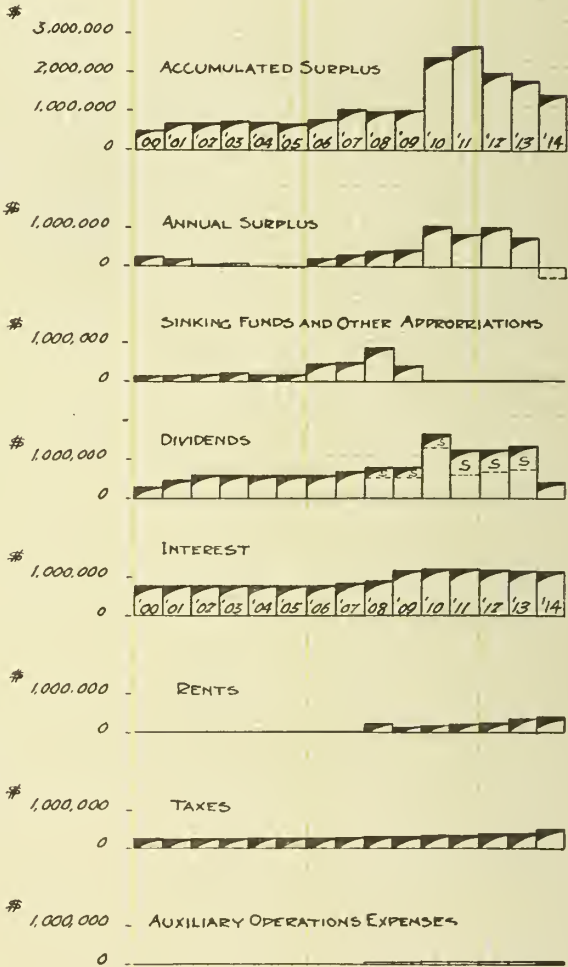
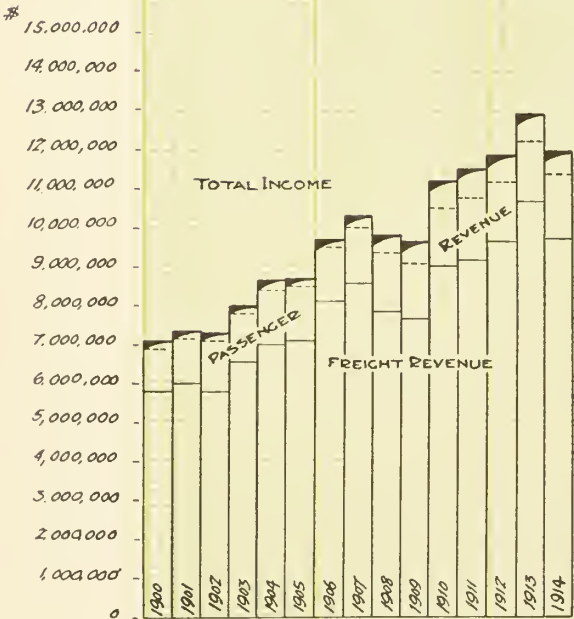


TOTAL INCOME FOR FISCAL YEAR ENDING JUNE 30, 1914.  
THE LONG ISLAND R. R. CO.

SERIES B. PLATE 11

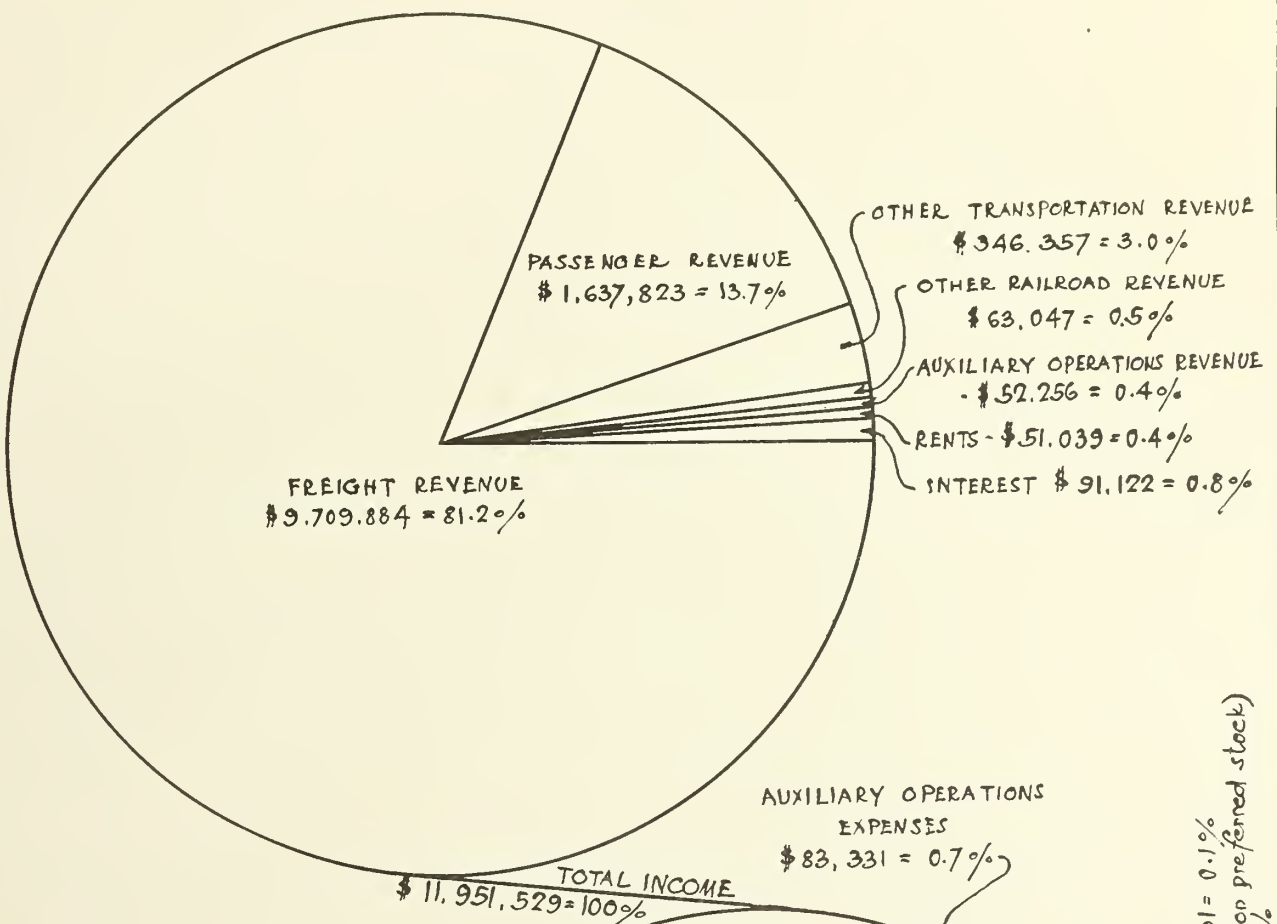


The scale used on Plates 1 and 2 is one-tenth, and that on Plates 3 to 9 is one-fifth, that used on Plates 10 to 14

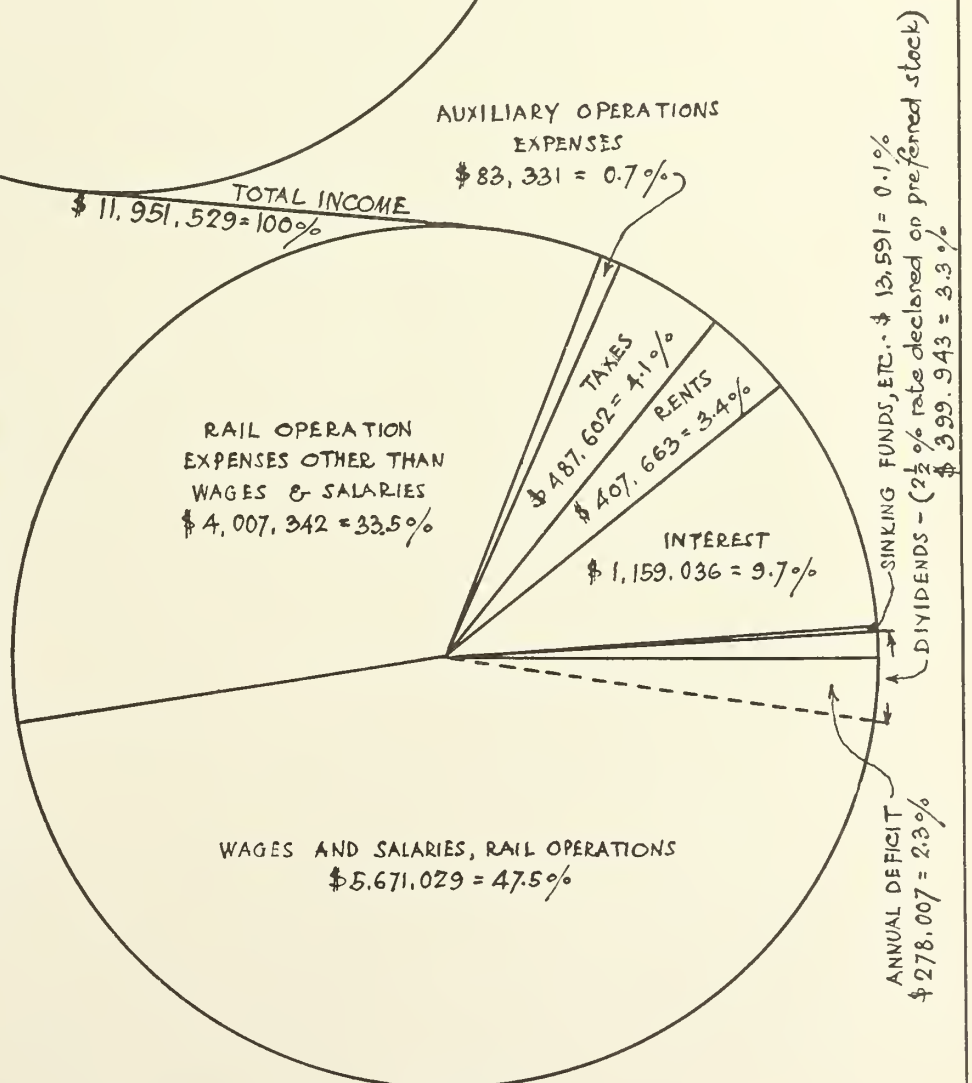


INCOME AND MILEAGE COMPARISONS BY YEARS.  
THE NEW YORK, CHICAGO AND ST. LOUIS RAILROAD CO.  
SERIES A. PLATE 12.

## SOURCES OF TOTAL INCOME



## DISPOSITION OF TOTAL INCOME

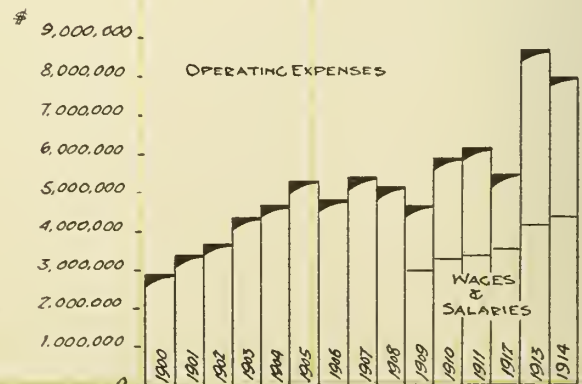
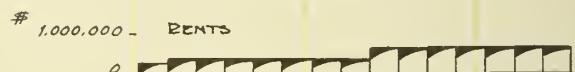
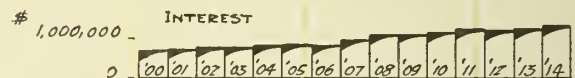
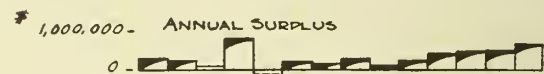
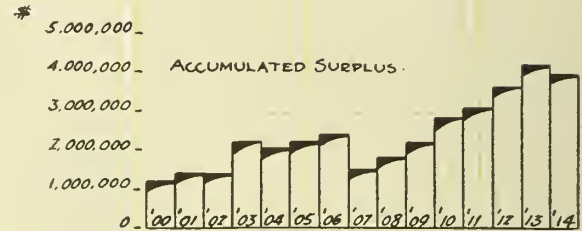
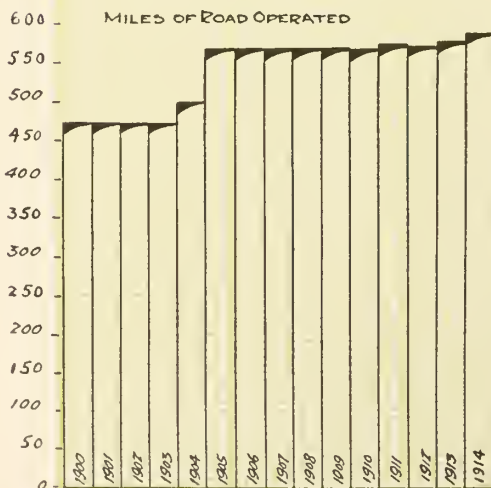
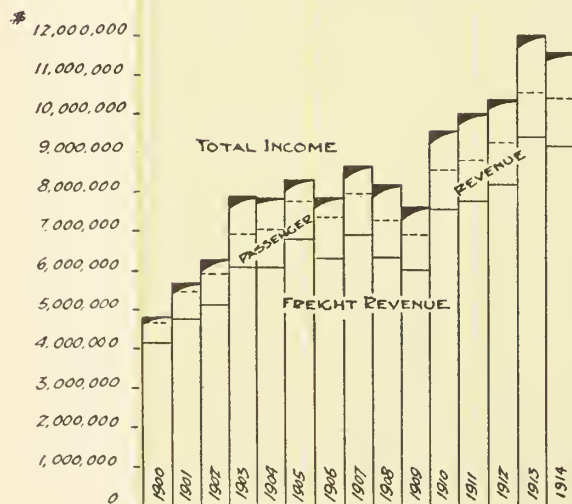


TOTAL INCOME FOR FISCAL YEAR ENDING JUNE 30, 1914.  
THE NEW YORK, CHICAGO & ST. LOUIS R. R. CO.

SERIES B. PLATE 12.

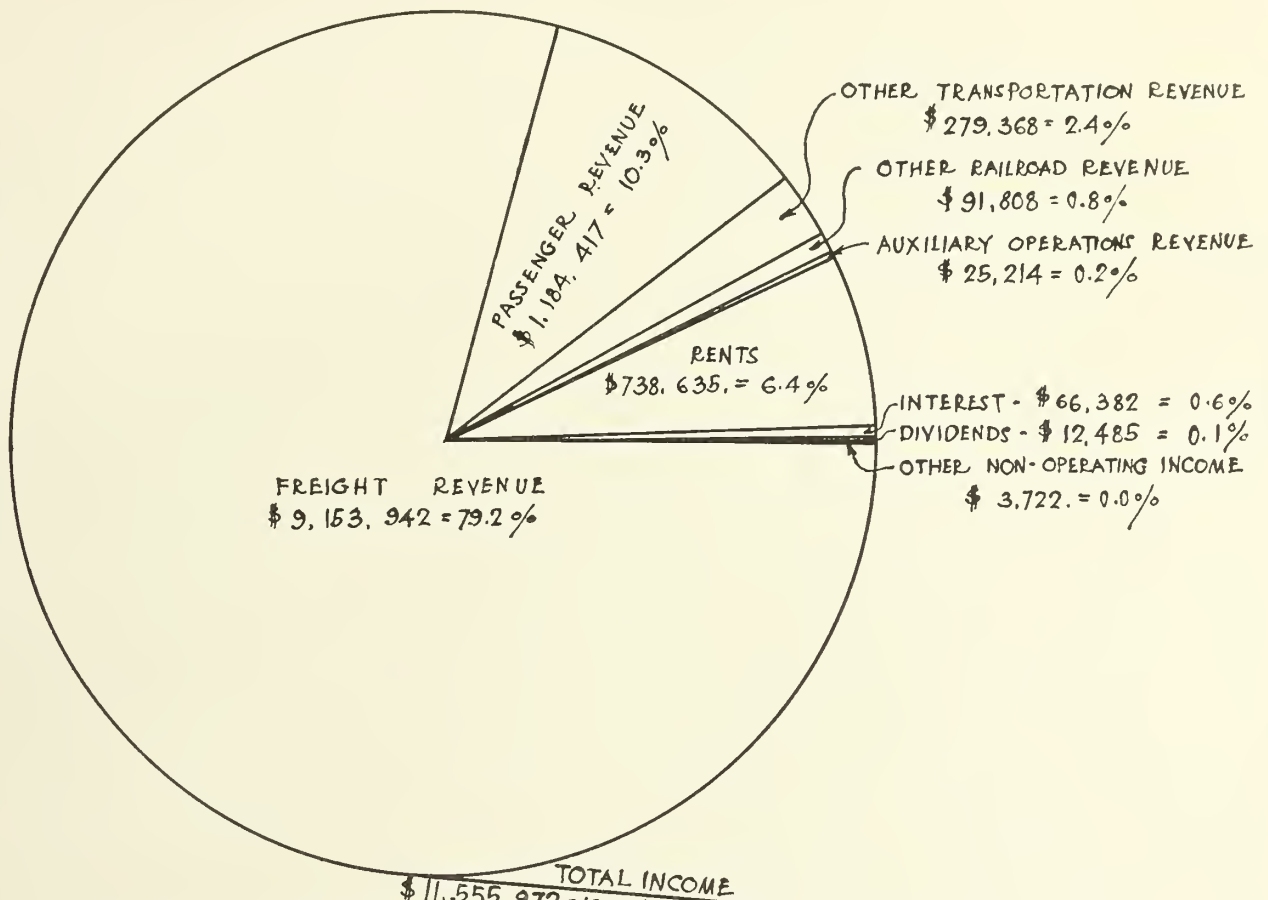


The scale used on Plates 1 and 2 is one-tenth, and that on Plates 3 to 9 is one-fifth, that on Plates 10 to 14

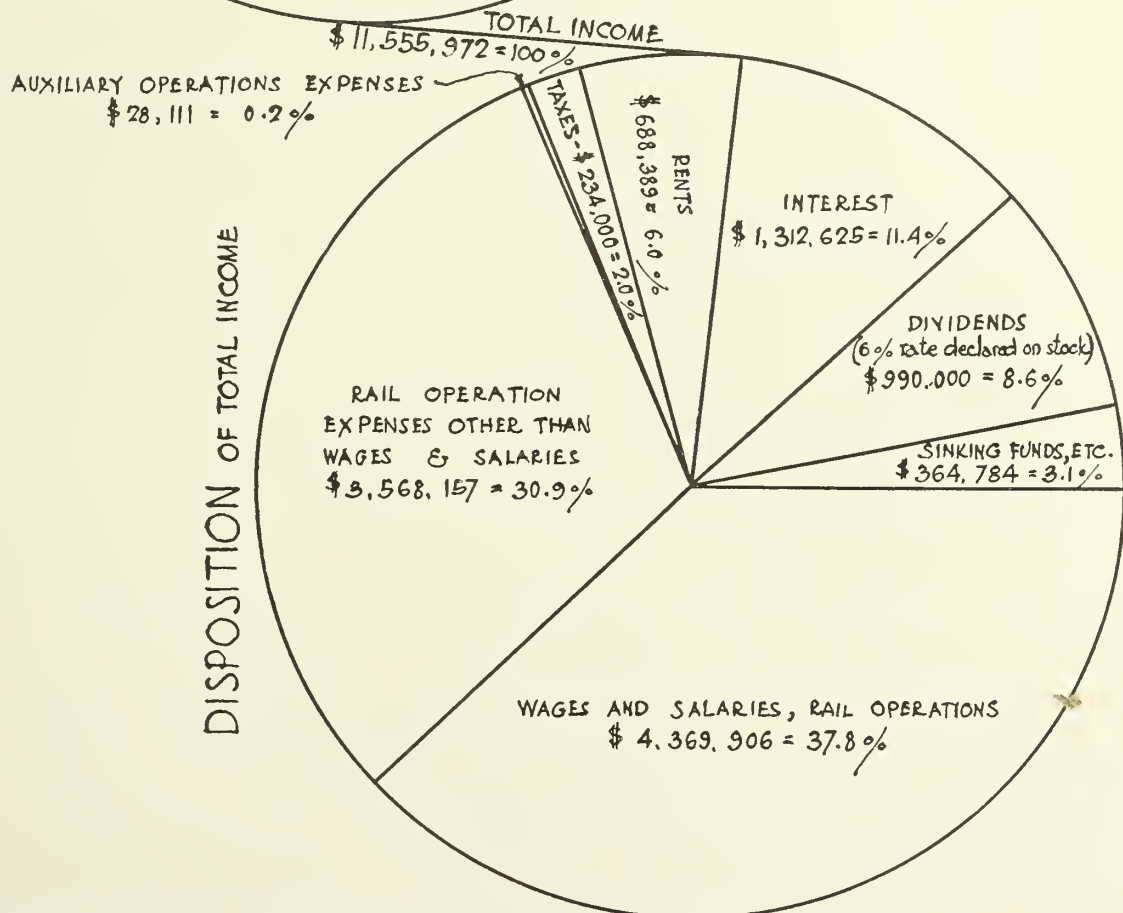


INCOME AND MILEAGE COMPARISONS BY YEARS  
BUFFALO, ROCHESTER AND PITTSBURGH RAILWAY CO.  
SERIES A-PLATE 13.

## SOURCES OF TOTAL INCOME



## DISPOSITION OF TOTAL INCOME

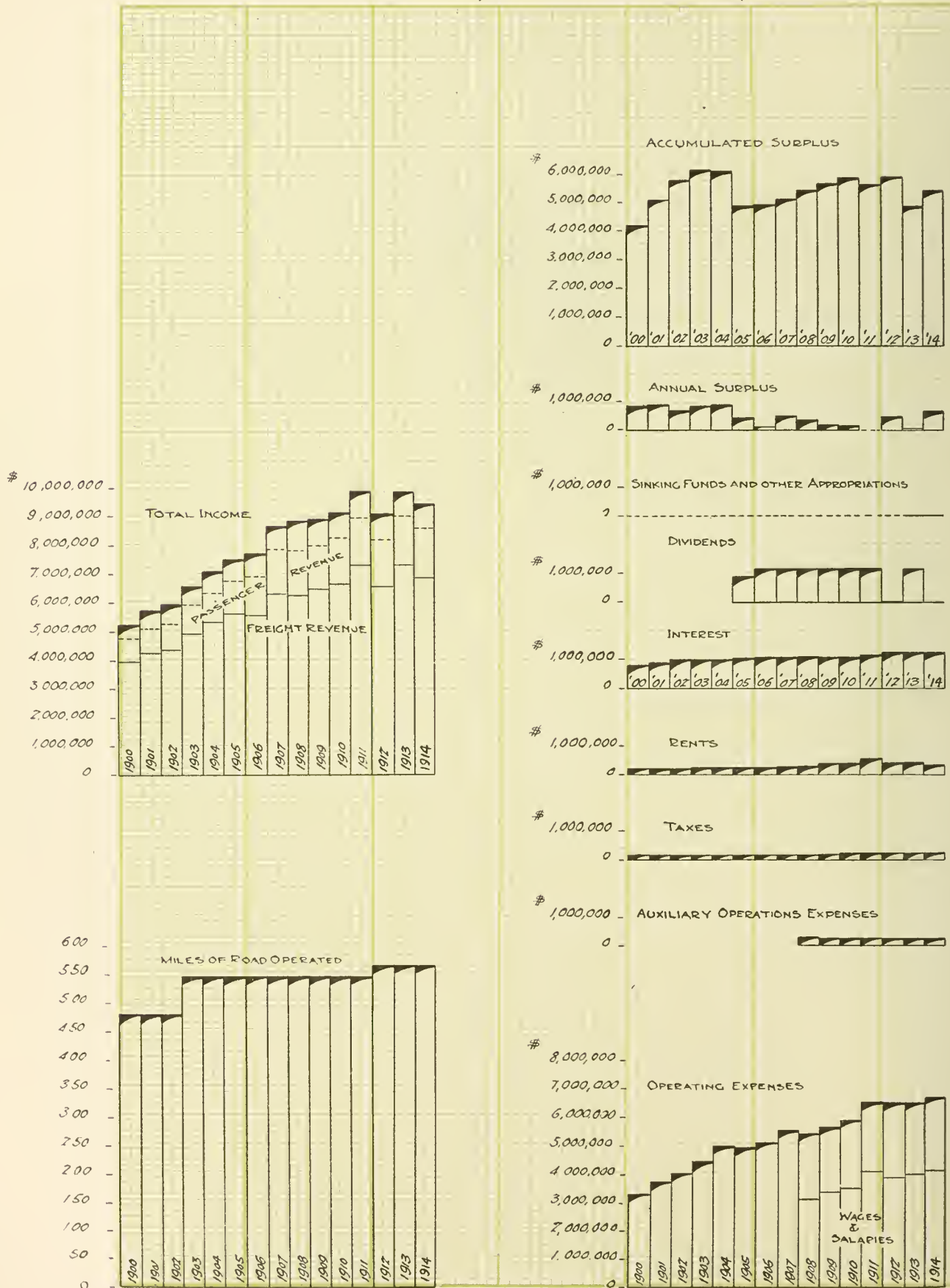


TOTAL INCOME FOR FISCAL YEAR ENDING JUNE 30, 1914.  
BUFFALO, ROCHESTER & PITTSBURGH R. R. CO.

SERIES B. PLATE 13.

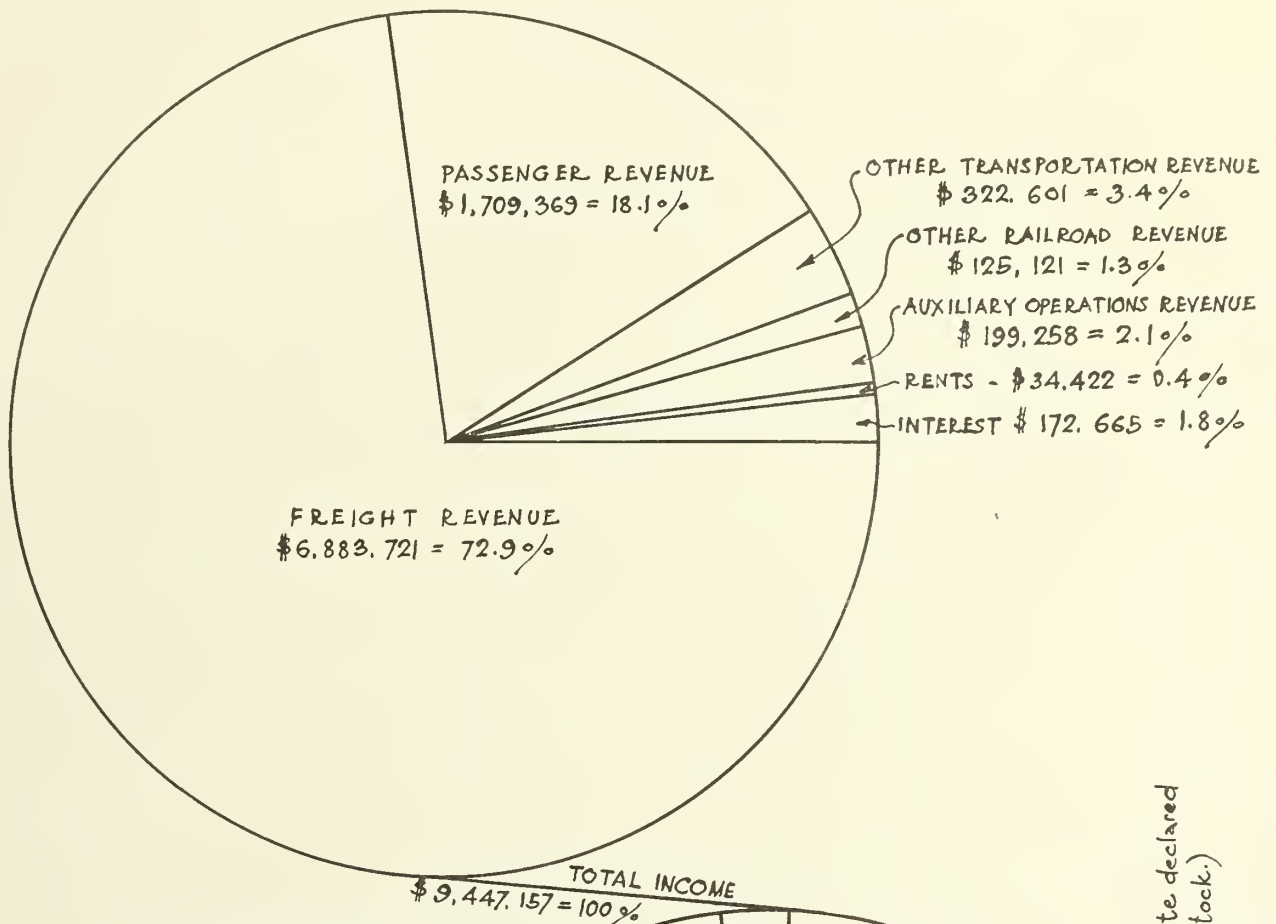


The scale used on Plates 1 and 2 is one-tenth, and that on Plates 3 to 9 is one-fifth, that used on Plates 10 to 14

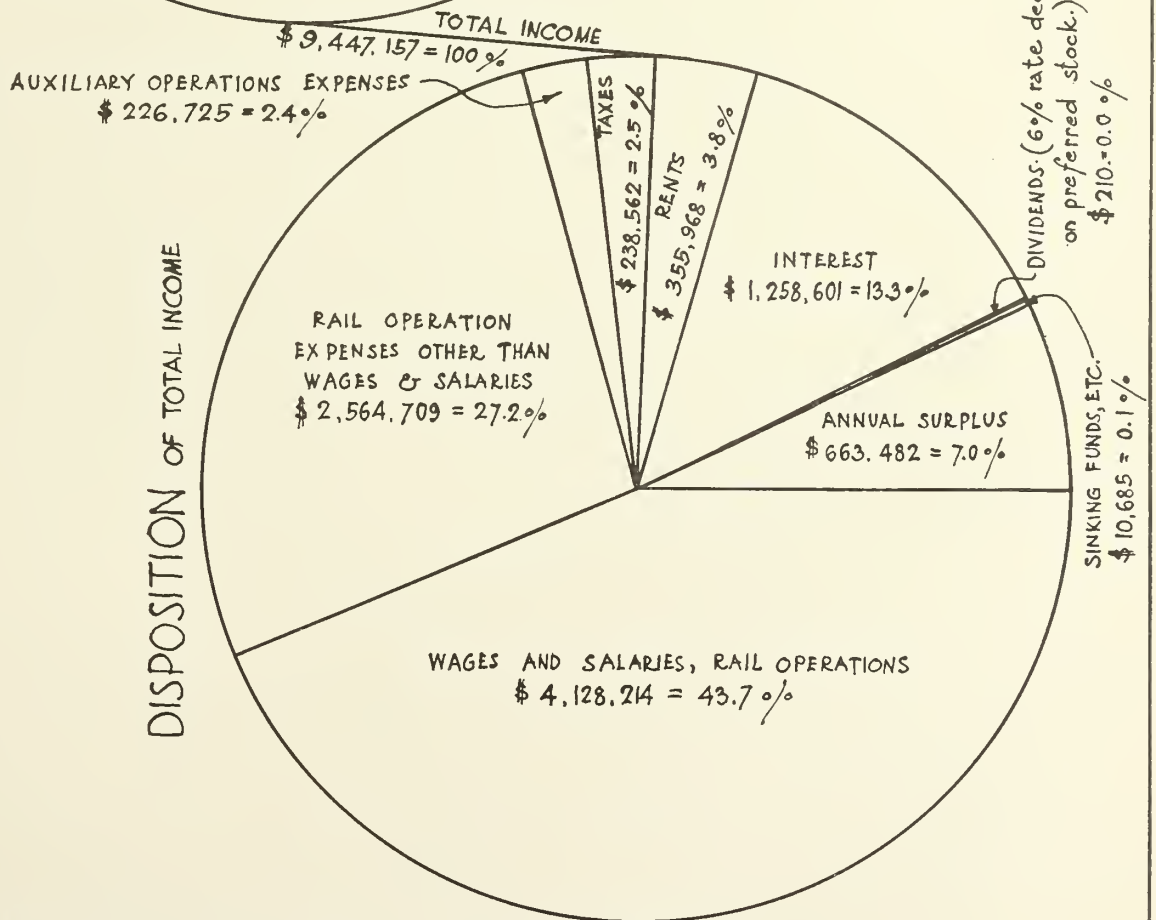


INCOME AND MILEAGE COMPARISONS BY YEARS  
NEW YORK, ONTARIO AND WESTERN RAILWAY CO.  
SERIES A-PLATE 14.

## SOURCES OF TOTAL INCOME



## DISPOSITION OF TOTAL INCOME

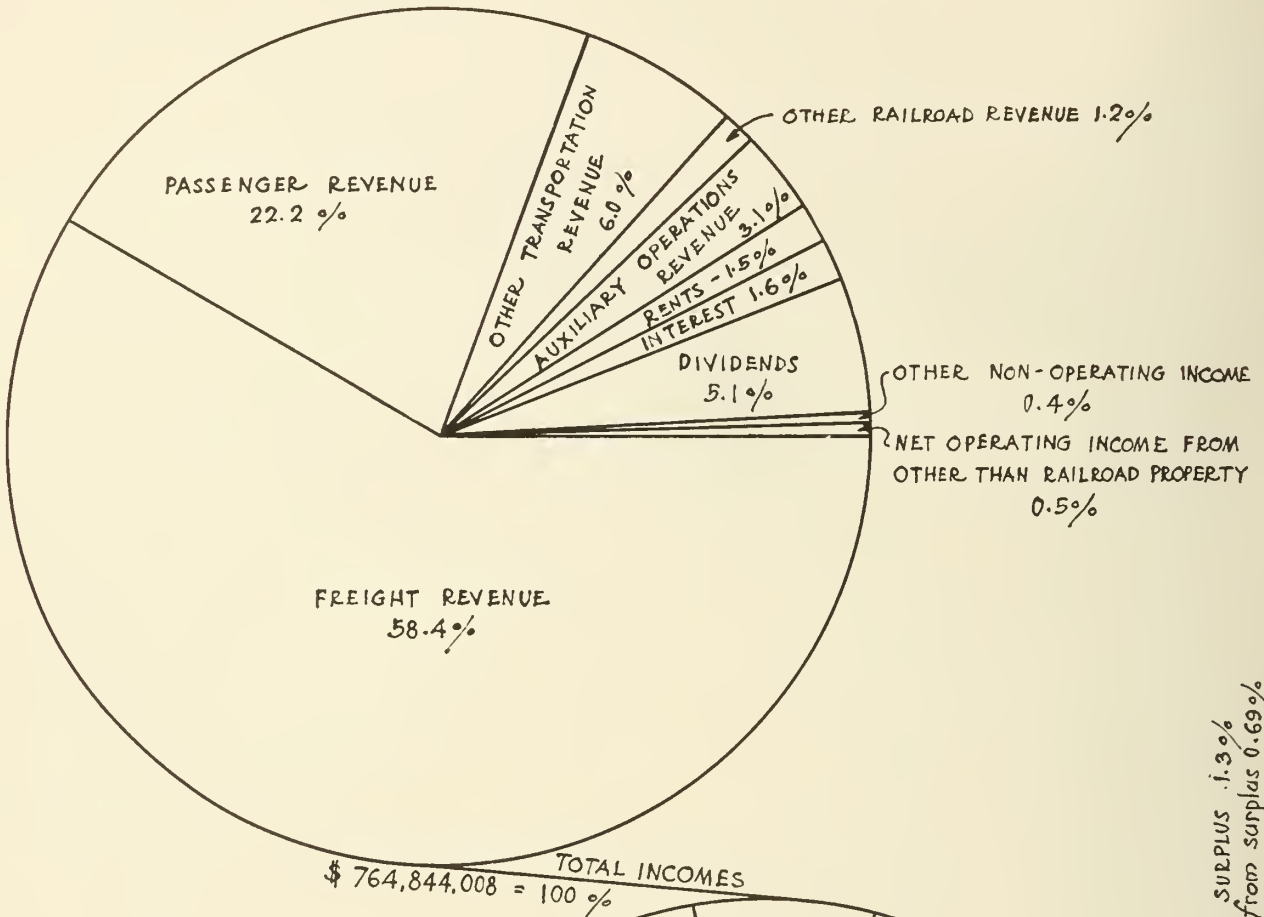


TOTAL INCOME FOR FISCAL YEAR ENDING JUNE 30, 1914.  
NEW YORK, ONTARIO & WESTERN RY. CO.

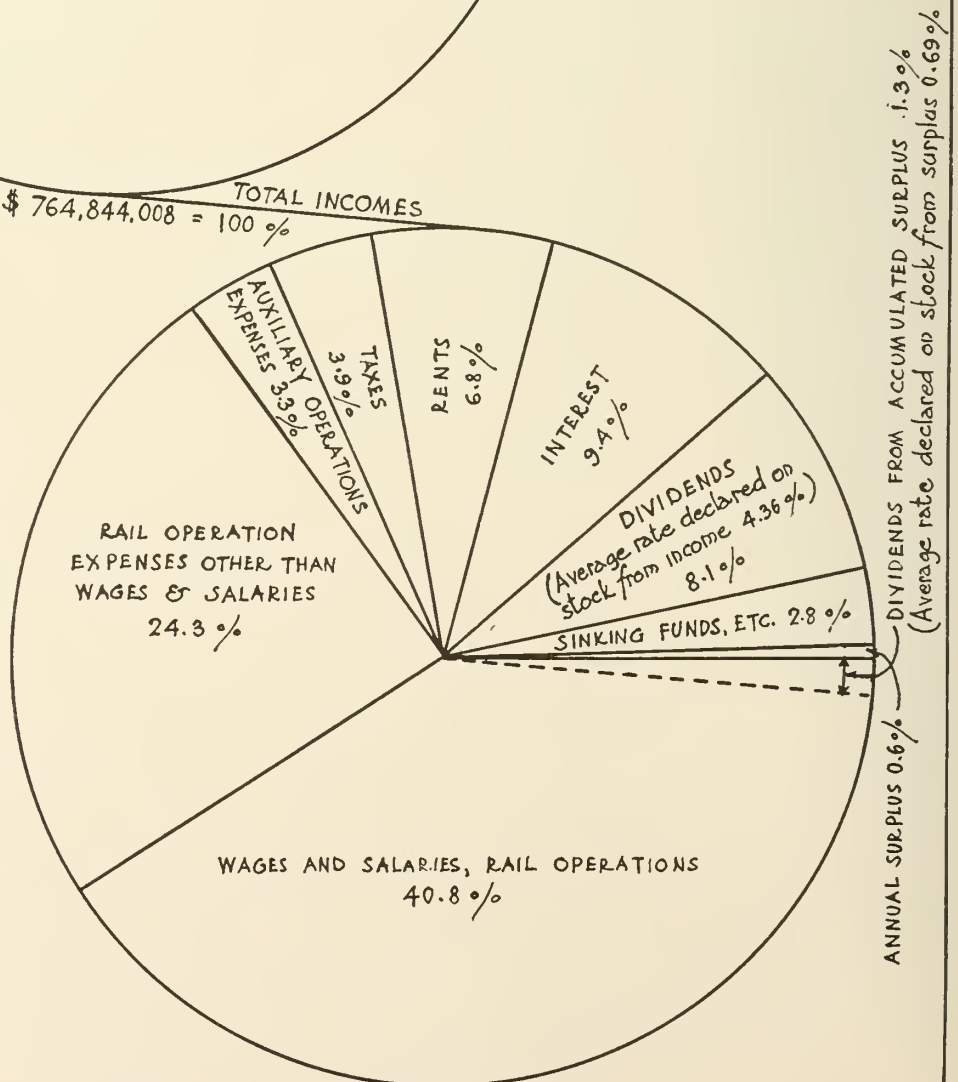
SERIES B. PLATE 14.



## SOURCES OF TOTAL INCOME

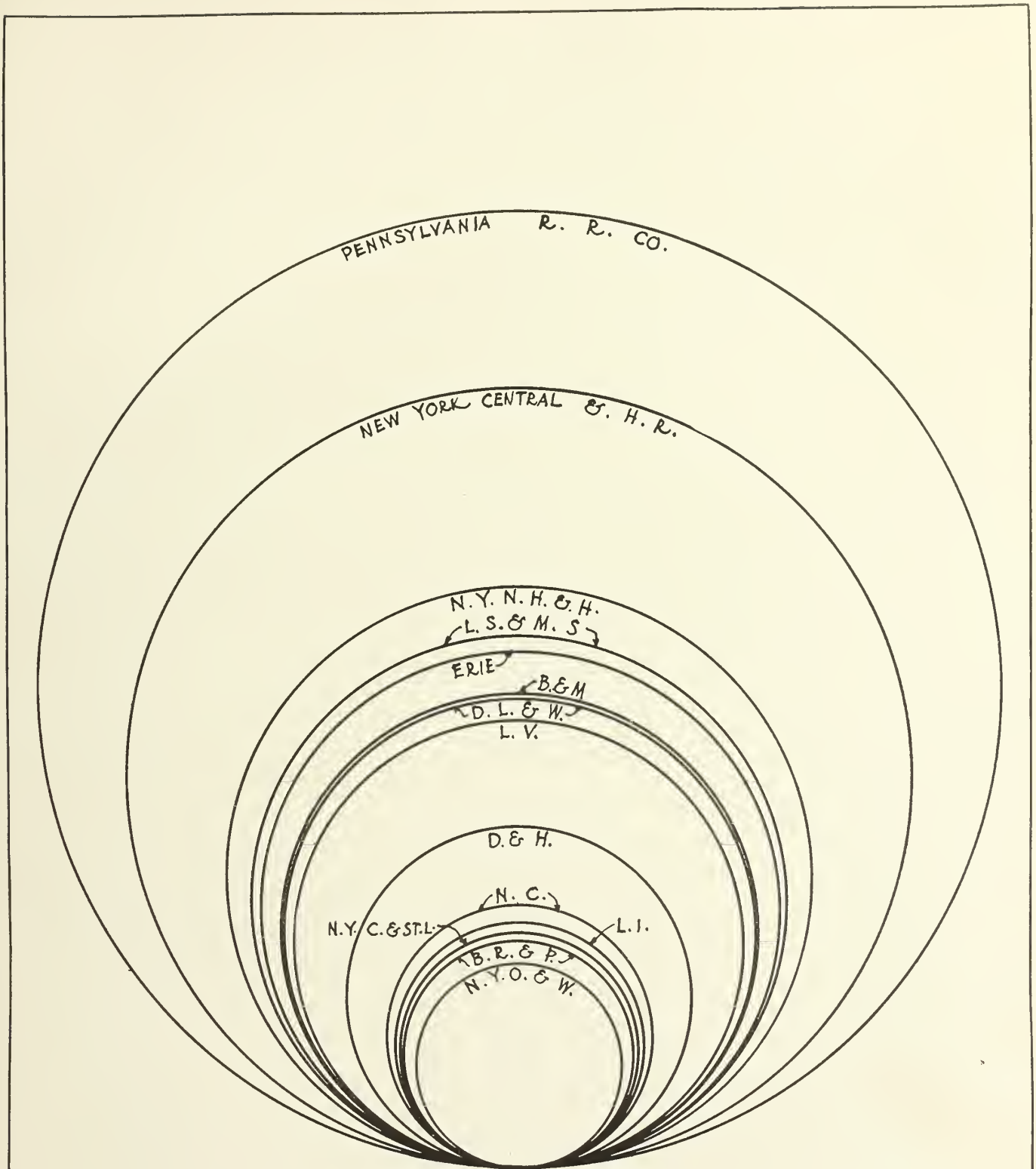


## DISPOSITION OF TOTAL INCOME



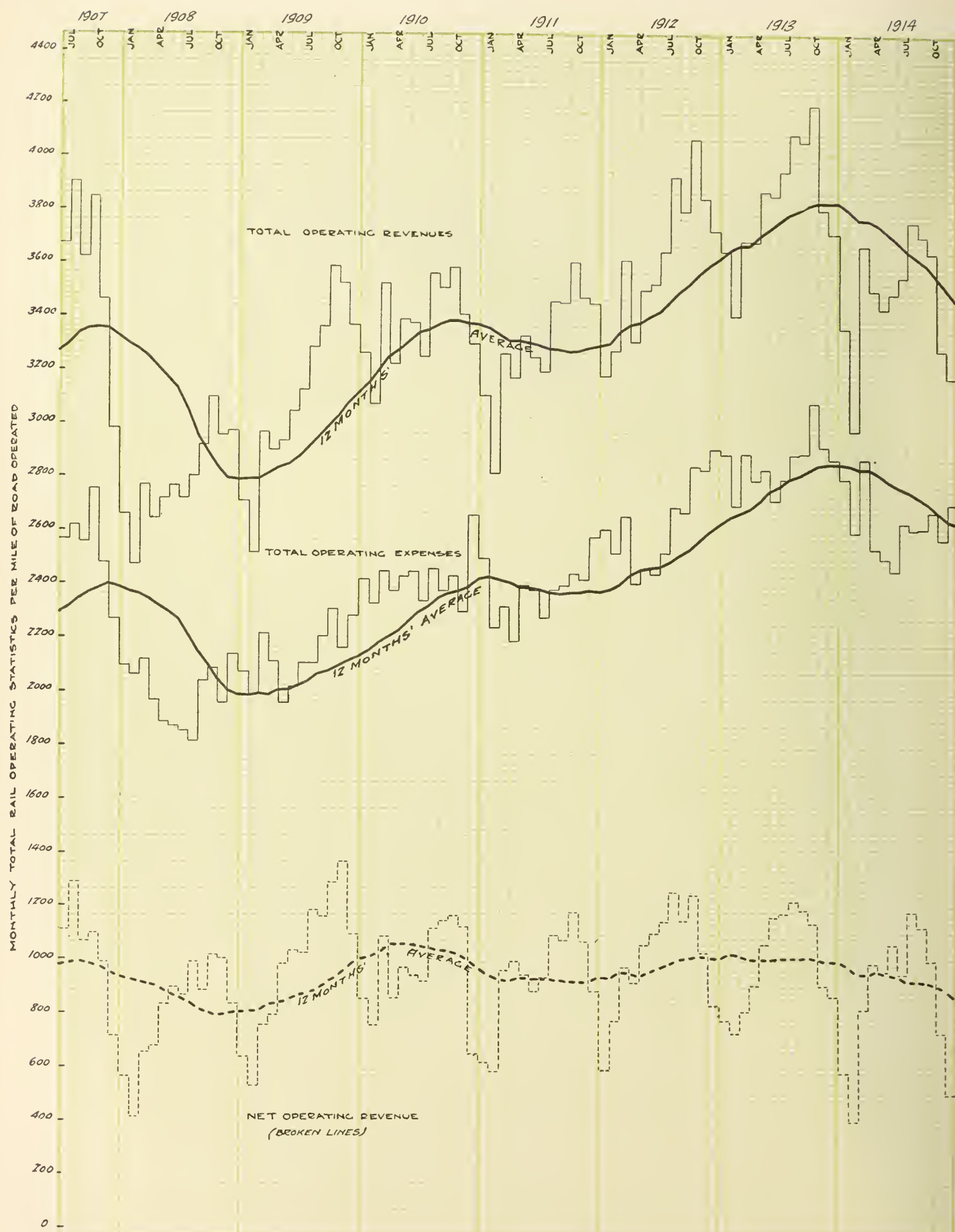
TOTAL INCOMES FOR FISCAL YEAR ENDING JUNE 30, 1914.  
AGGREGATE OF 14 COMPANIES ON PLATES 1 TO 14

SERIES B. PLATE 15.



RELATIVE SIZE OF TOTAL INCOME  
FOR FISCAL YEAR ENDING JUNE 30, 1914.

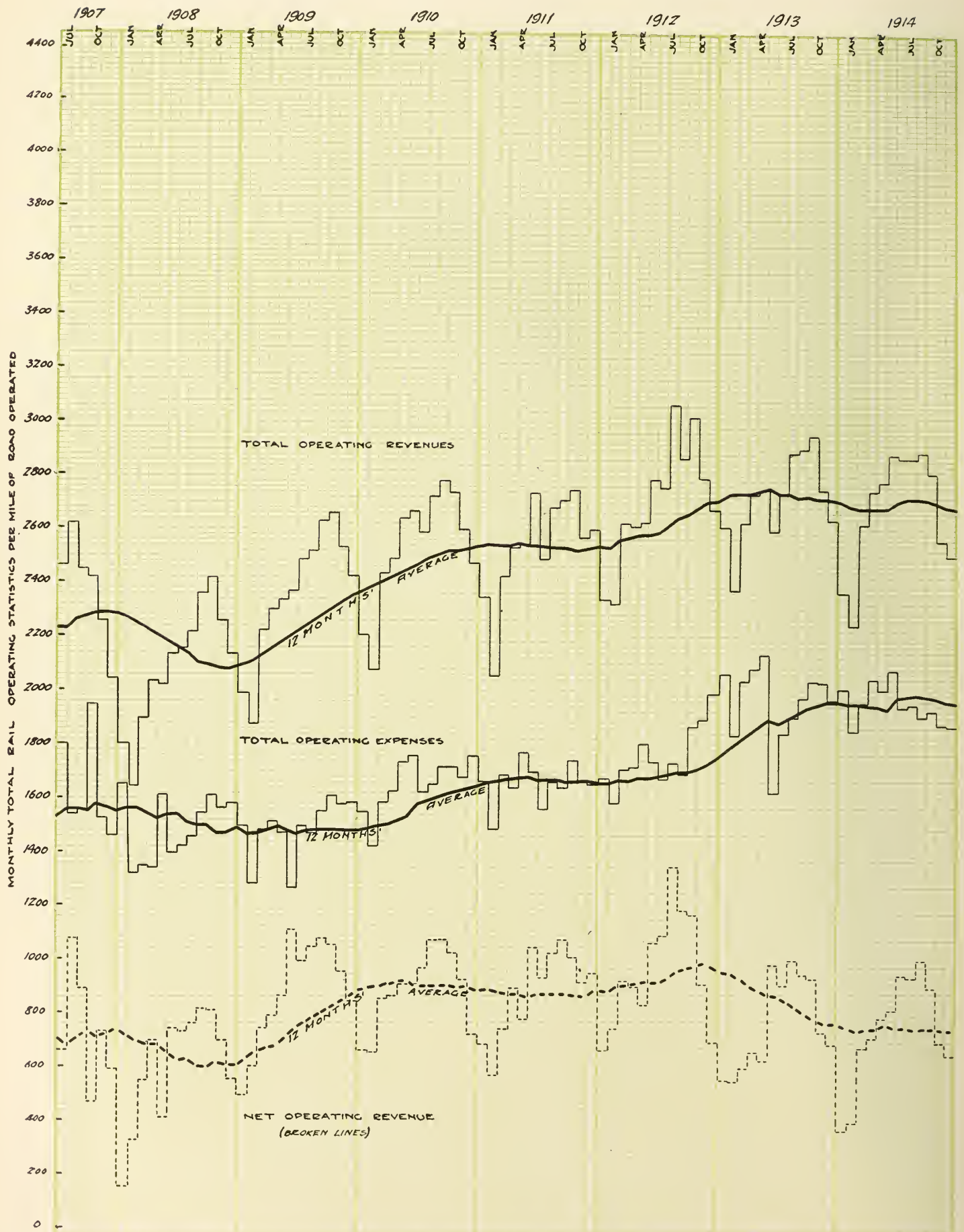




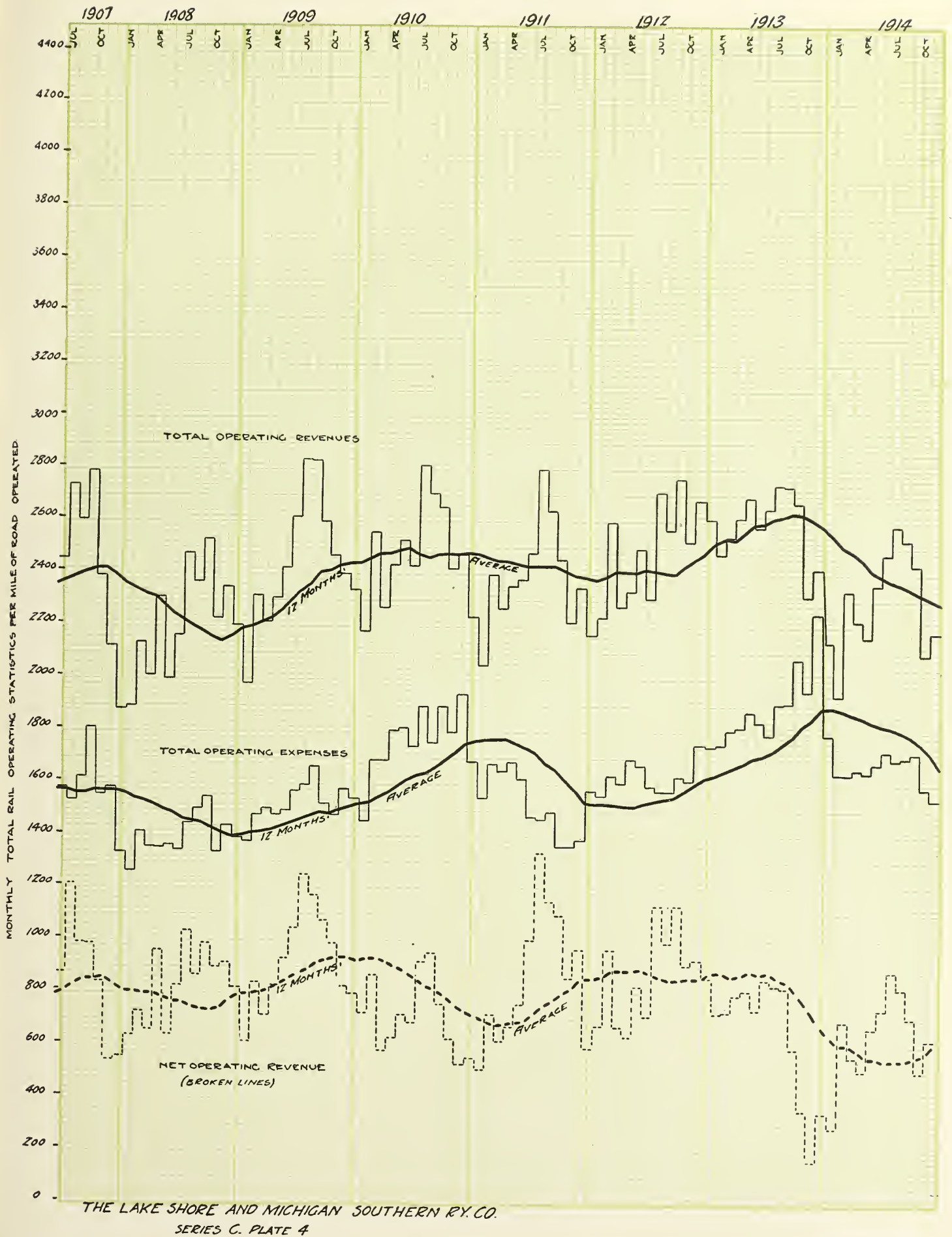
THE PENNSYLVANIA R.R. CO.  
SERIES C. PLATE I.



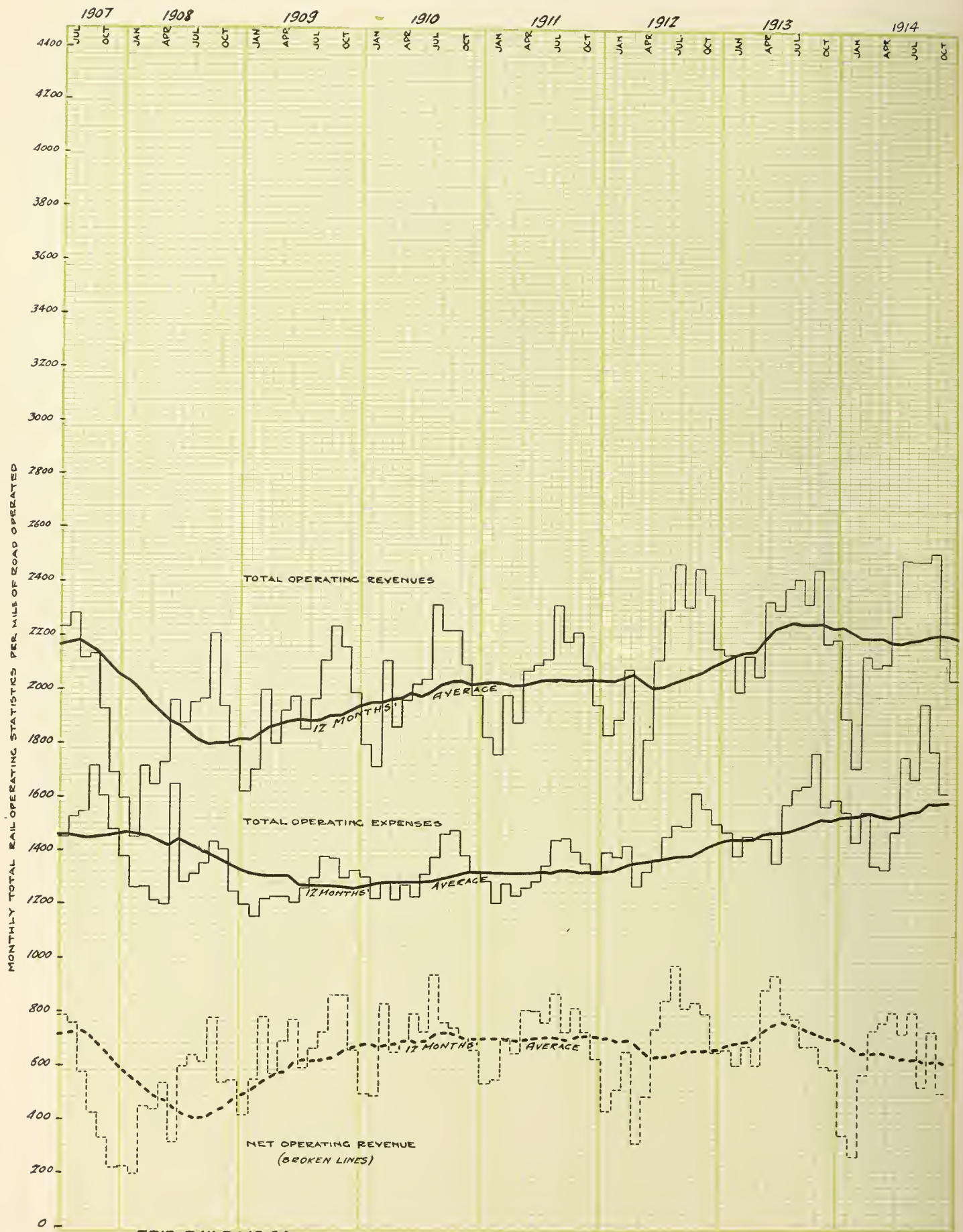




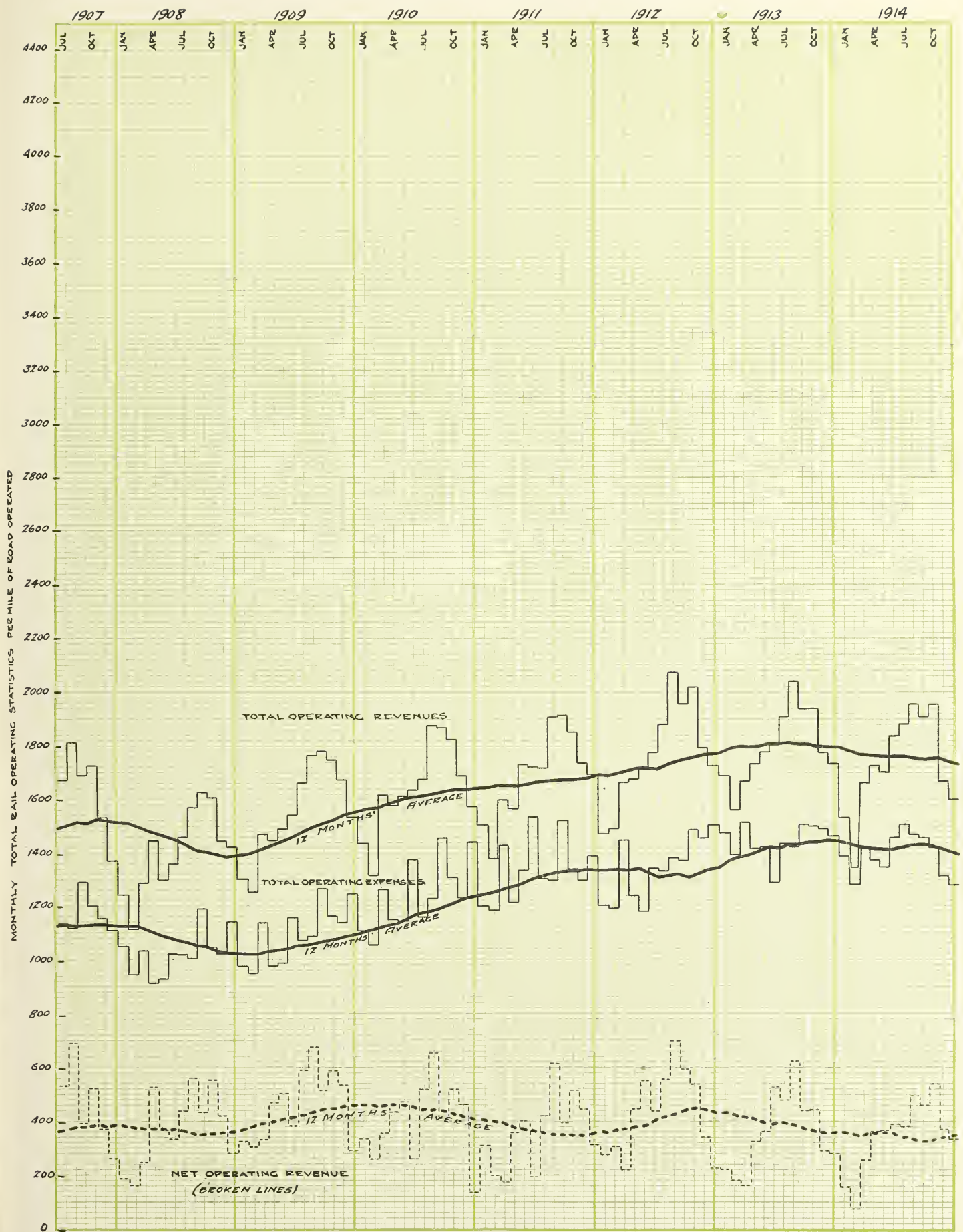
THE NEW YORK, NEW HAVEN AND HARTFORD R.R. CO.  
SERIES C. PLATE 3.





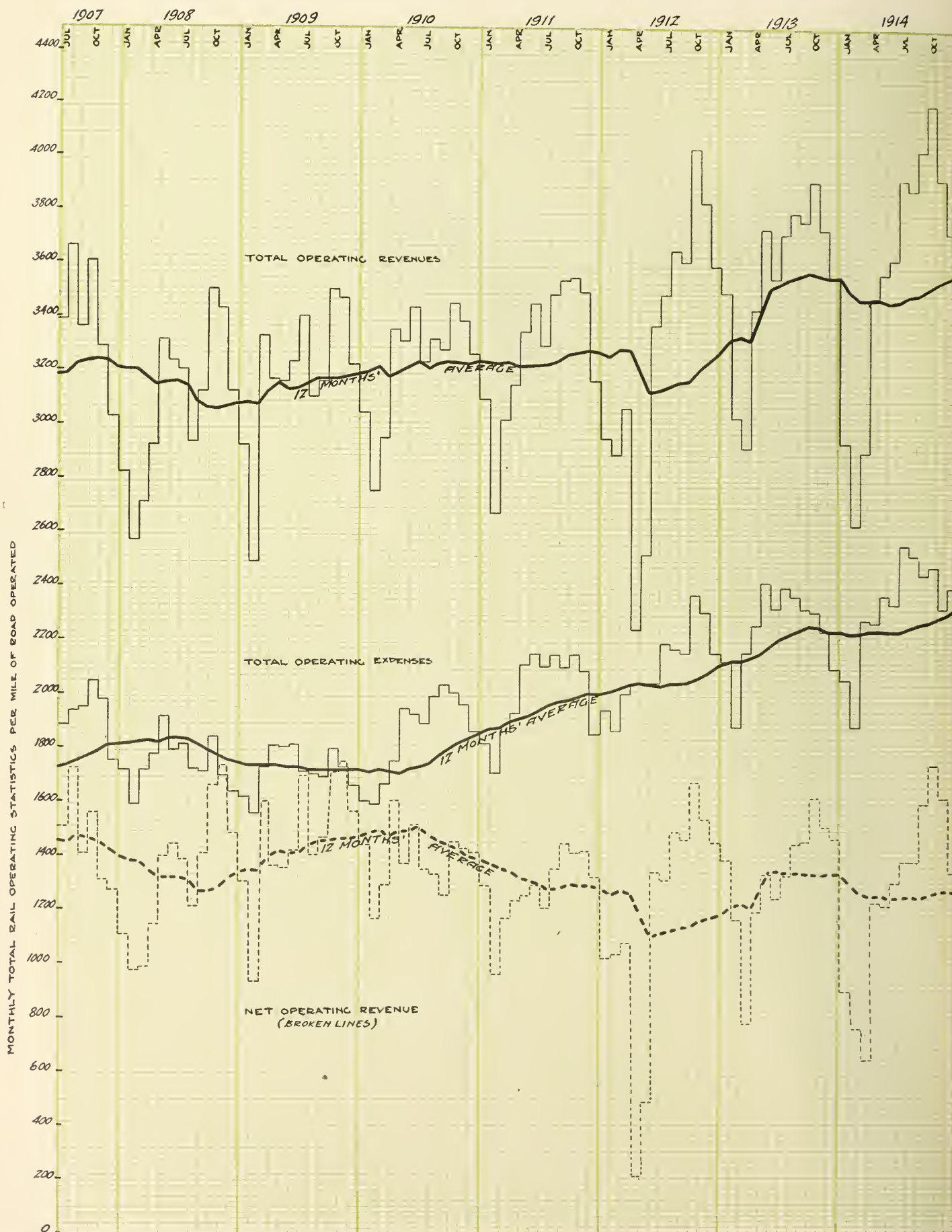


ERIE RAILROAD CO.  
SERIES C, PLATES



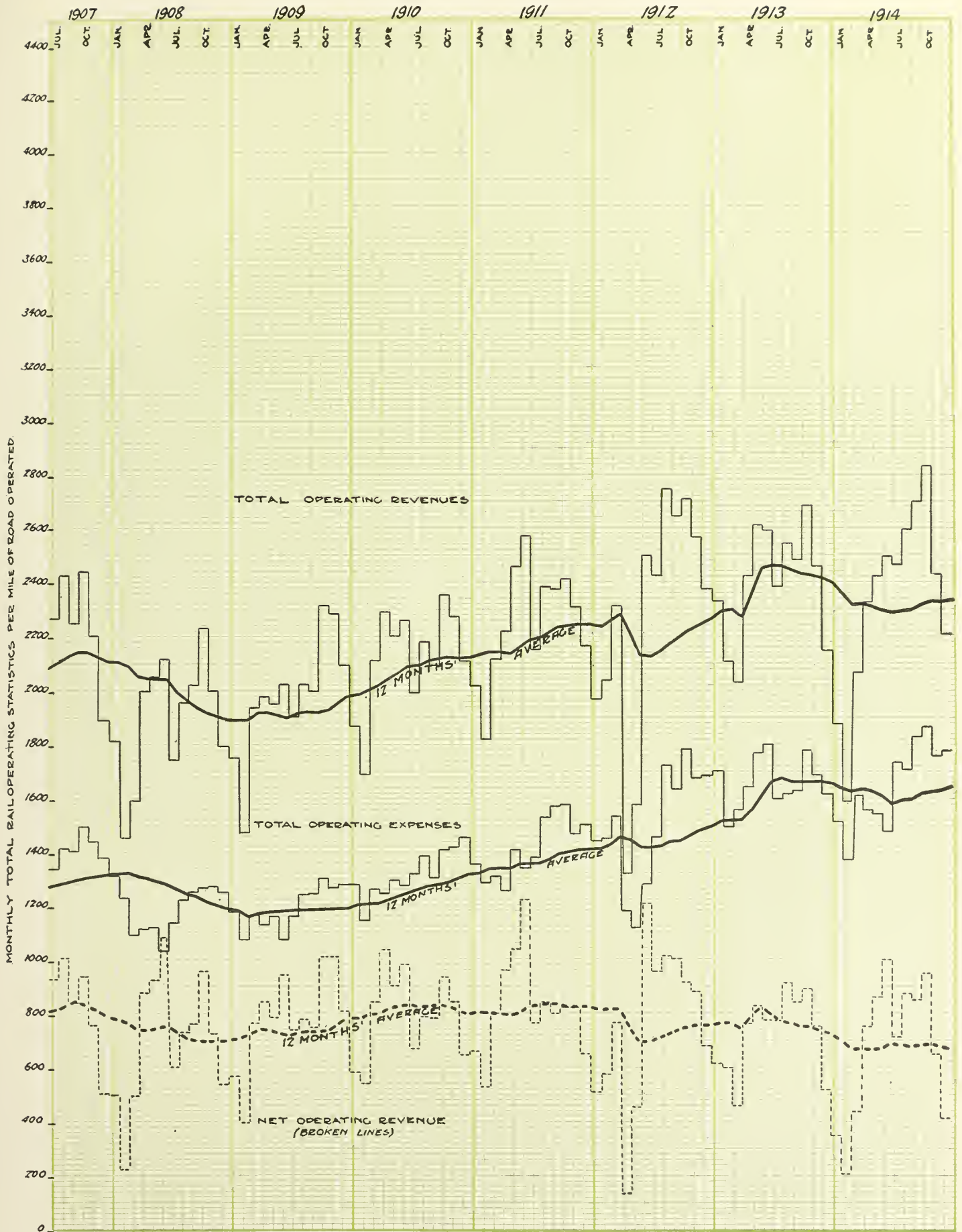
BOSTON AND MAINE R.R. CO.  
SERIES C. PLATE 6.





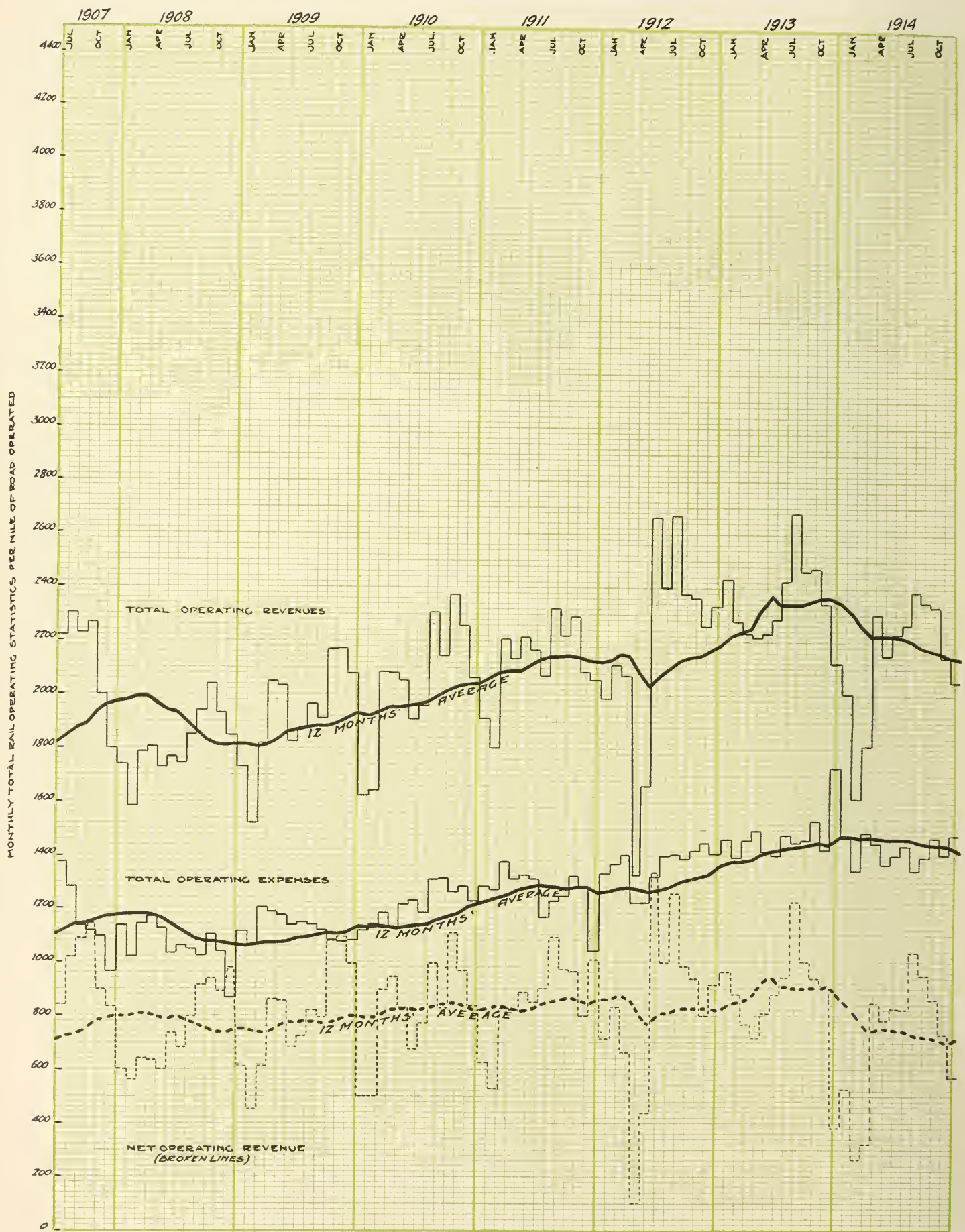
THE DELAWARE, LACKAWANNA AND WESTERN R.R. CO.

SERIES C. PLATE 7.



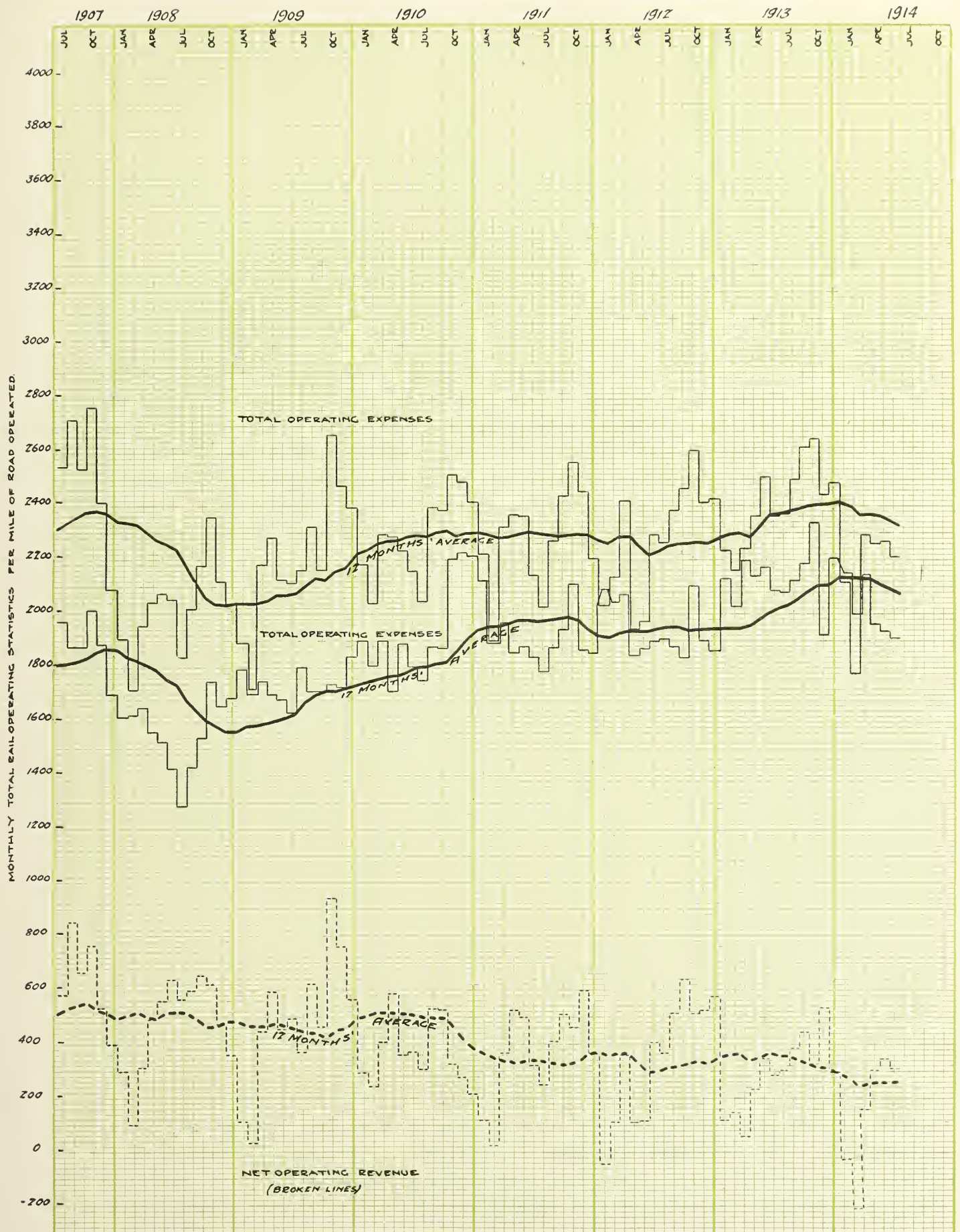
LEHIGH VALLEY R.R. CO.  
SERIES C. PLATE 8.





THE DELAWARE AND HUDSON CO.  
SERIES C. PLATE 9.

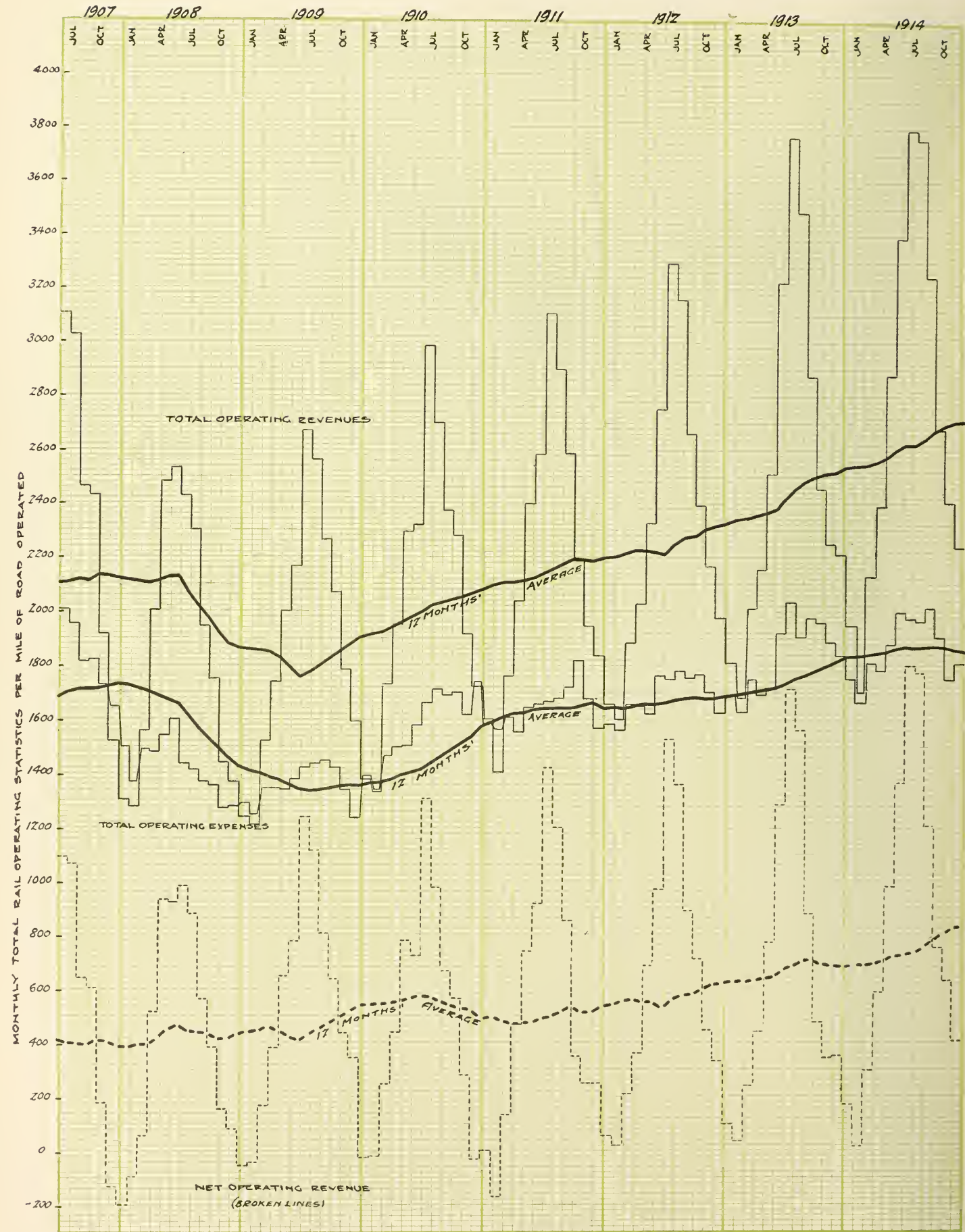




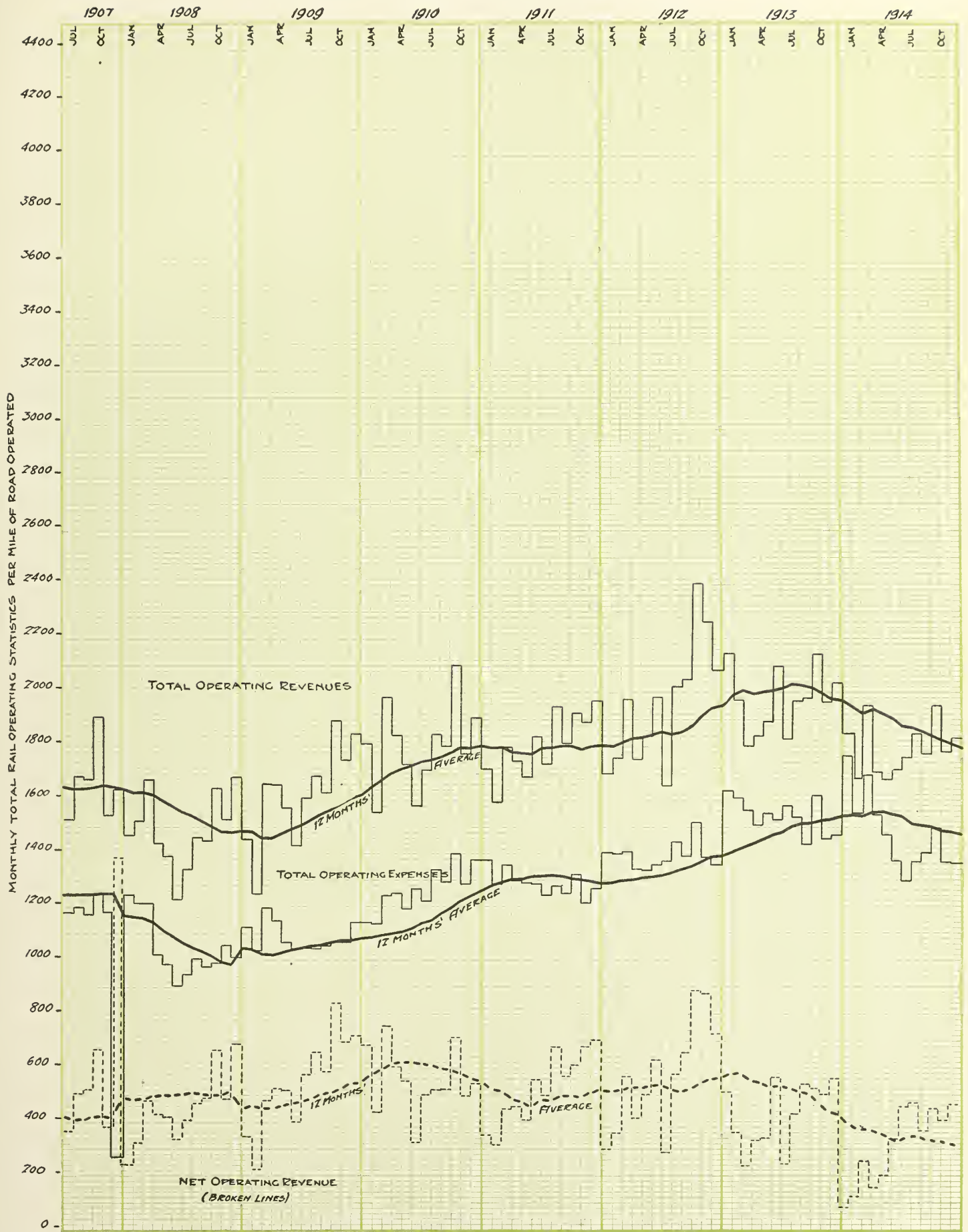
THE NORTHERN CENTRAL RAILWAY CO.

SERIES C. PLATE 10.





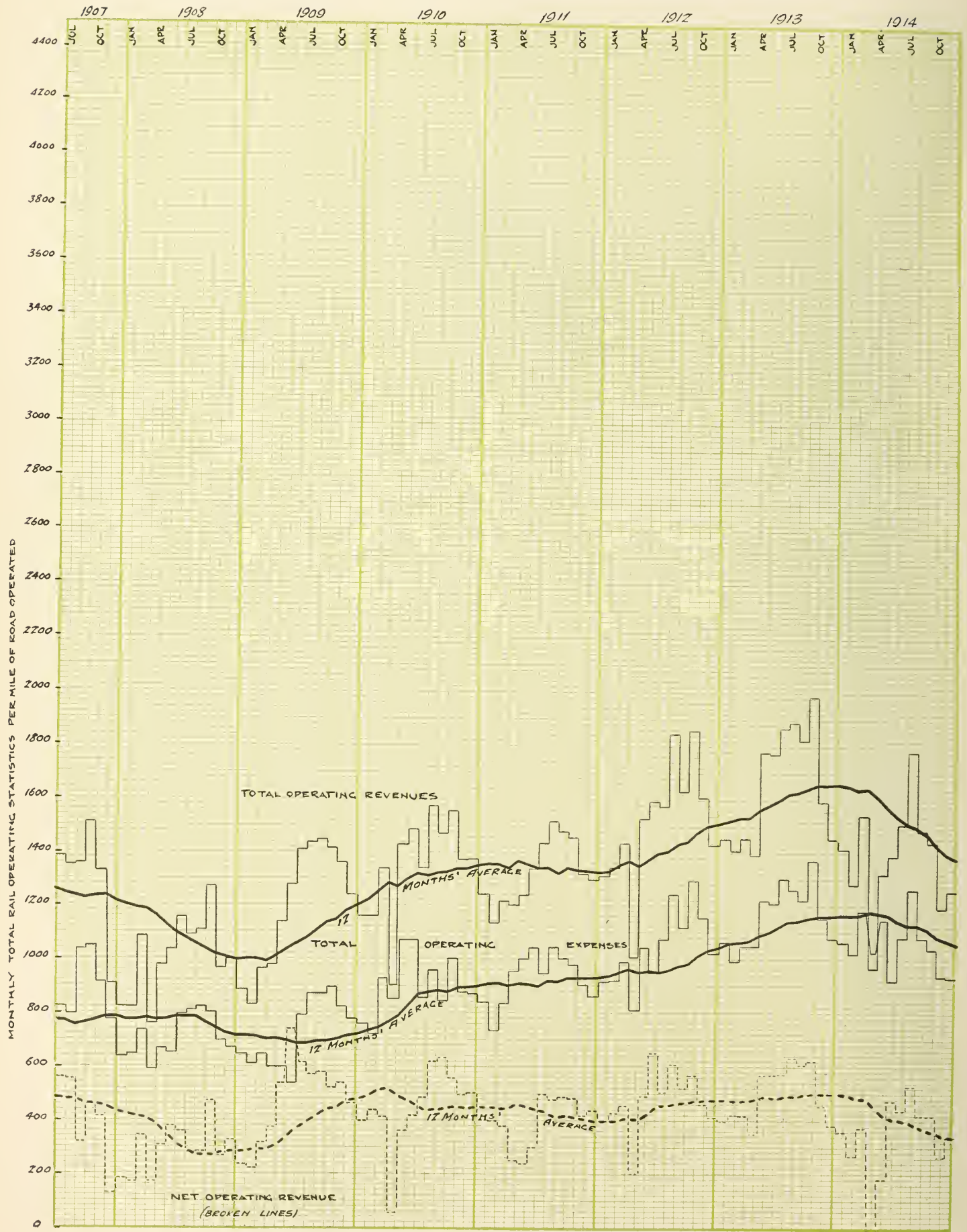
THE LONG ISLAND R.R. CO.  
SERIES C. PLATE II.



THE NEW YORK, CHICAGO AND ST. LOUIS R.R. CO.

SERIES C. PLATE 12

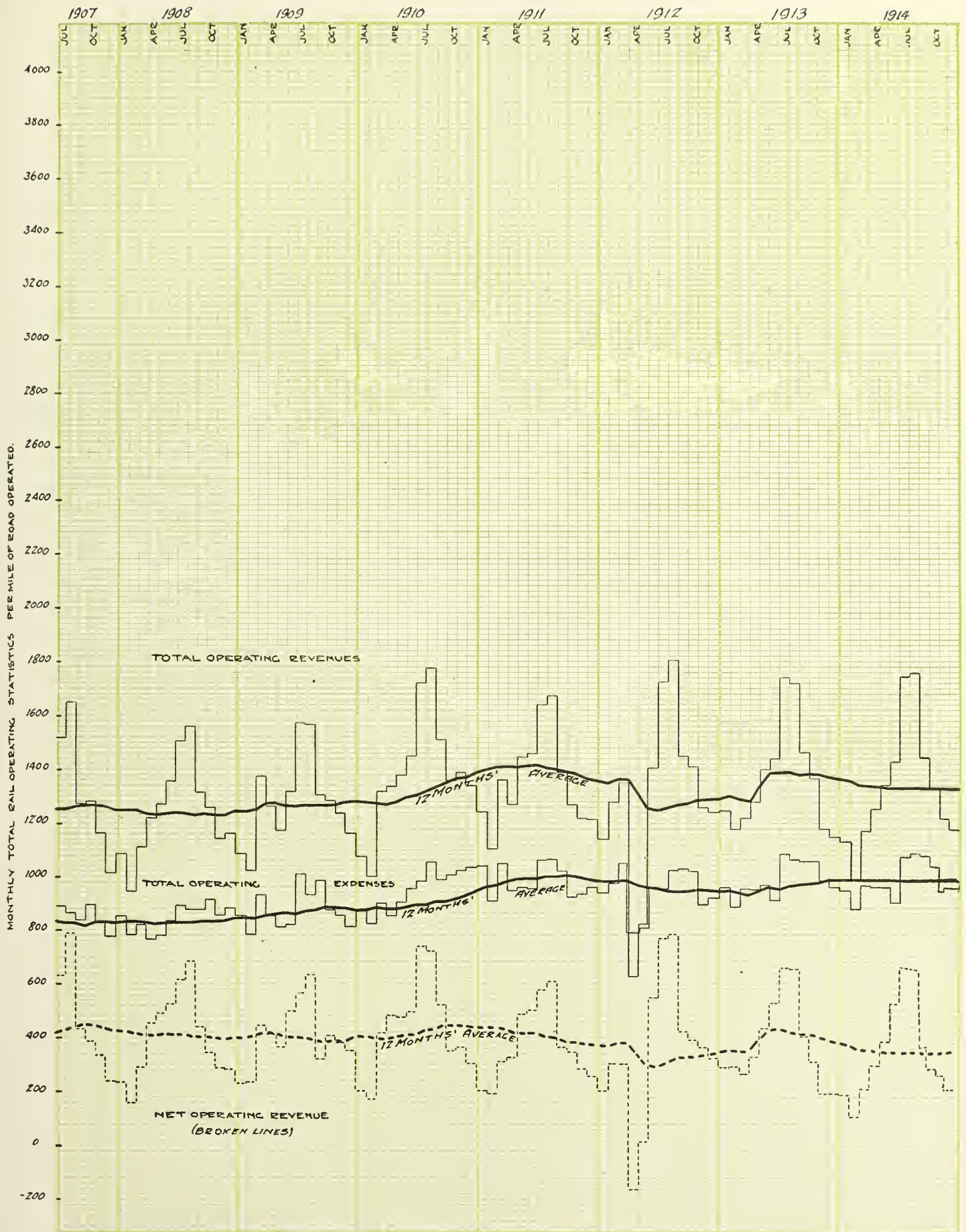




BUFFALO, ROCHESTER AND PITTSBURGH RY. CO.

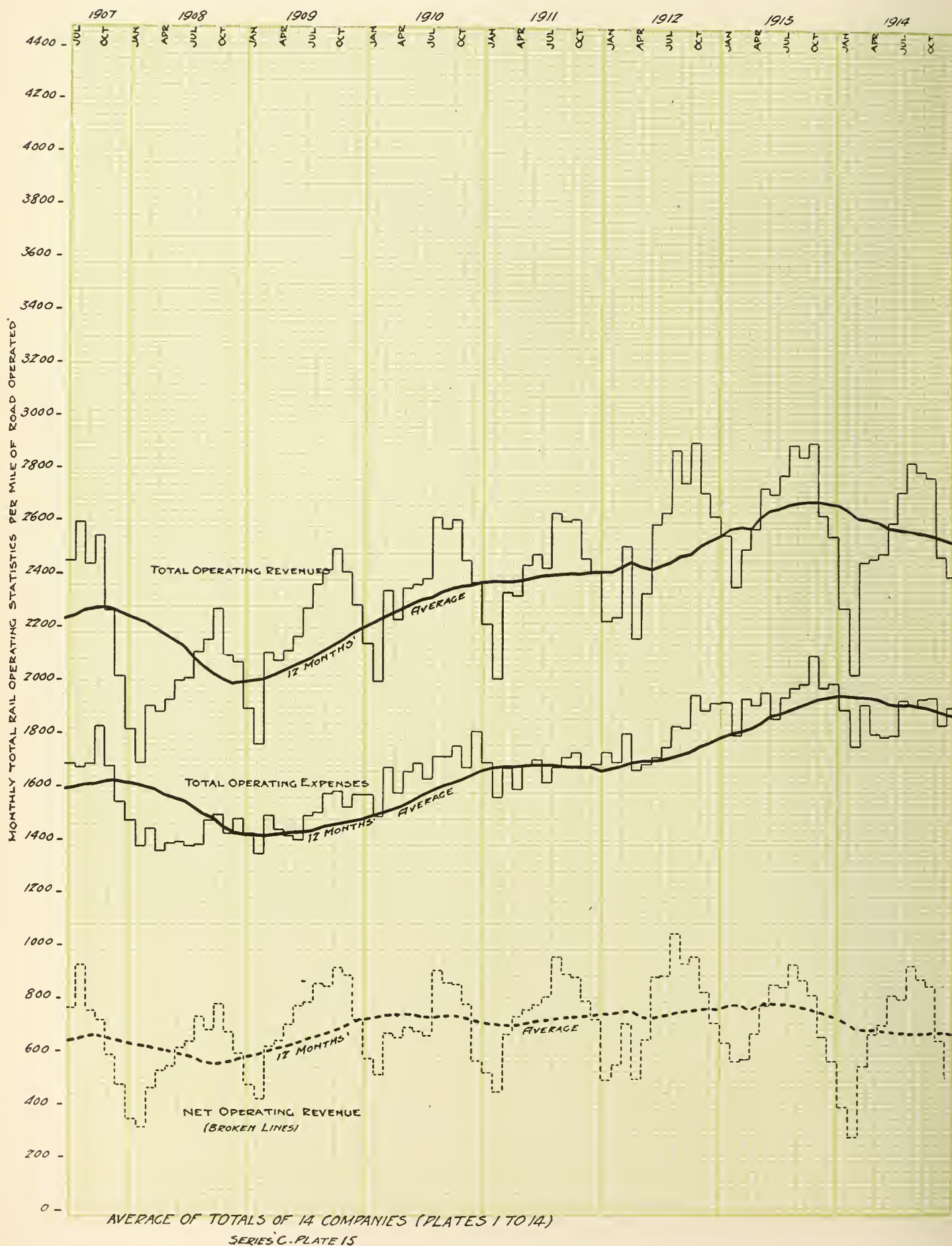
SERIES C. PLATE 13





NEW YORK, ONTARIO AND WESTERN R.Y. CO.  
SERIES C. PLATE 14





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ELECTRIC RAILROAD CORPORATIONS

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STATEMENT GIVING THE ORGANIZATION, ETC., OF ELECTRIC RAILROAD CORPORATIONS WITHIN THE STATE OF  
NEW YORK JUNE 30, 1914.

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## ELECTRIC RAILROAD CORPORATIONS

UNDER THE JURISDICTION OF THE PUBLIC SERVICE COMMISSION, SECOND DISTRICT, GIVING DATES OF INCORPORATION, REORGANIZATION, CONSOLIDATION, MERGER, AND CHANGE OF NAME, WITH LOCATION OF LINE, OFFICERS, AND OFFICE.

### OPERATING AND LESSOR CORPORATIONS

[In alphabetic order, disregarding the word "The" when part of title. The lessor corporations are printed in small type, immediately following the lessee operating corporation.]

#### The Adirondack Lakes' Traction Company

*Organization:* Incorporated May 22, 1903, as a reorganization of Mountain Lake Electric Railroad Company, incorporated March 11, 1896, under the railroad law.

*Location of line:* Extends from Gloversville to Mountain Lake.

*Officers:* President, W. H. Collins; Vice-president, W. H. Dailey; Secretary and Treasurer, L. K. Brown.

*Main business office:* 102 West Fulton street, Gloversville, N. Y.

#### Albany Southern Railroad Company

*Organization:* Incorporated September 14, 1909, as a reorganization of Albany and Hudson Railroad Company, incorporated March 12, 1903, in turn a reorganization of Albany and Hudson Railway and Power Company, incorporated August 5, 1899, to operate a steam surface railroad. April 26, 1899, Citizens Electric Light and Power Company, incorporated March 29, 1894, and Kinderhook Power and Light Company, incorporated July 21, 1898, were merged into Hudson Light and Power Company. June 13, 1899, The Kinderhook and Hudson Railway Company, incorporated January 9, 1889, and reorganized April 11, 1896, as Kinderhook and Hudson Railway, was merged into Hudson Light and Power and Railroad Company. October 13, 1899, Hudson Light and Power and Railroad Company, incorporated November 26, 1888, as Hudson Light and Power Company (a consolidation of The Hudson Electric Light Company, incorporated March 1, 1888, and Hudson Gas Company, incorporated February 23, 1853), amended certificate filed June 10, 1899, under section 21 of the railroad law, changing name to Hudson Light and Power and Railroad Company; and Greenbush and Nassau Electric Railway, incorporated March 10, 1897, were merged with Albany and Hudson Railway and Power Company. The directors and stockholders of Hudson Street Railway Company, incorporated April 22, 1897, as a reorganization of Hudson Electric Railway Company, incorporated April 24, 1888, assented June 10, 1899, to a transfer of its property and franchises to Hudson Light and Power and Railroad Company. October 7, 1902, Rensselaer Lighting Company, incorporated November 27, 1899, under the transportation corporations law, was merged with Albany and Hudson Railway and Power Company. Albany and Greenbush Bridge Company, incorporated by special act passed April 18, 1872 (ch. 269), as amended by act passed May 2, 1895 (ch. 502), and act passed April 20, 1906 (ch. 290), was merged with Albany Southern Railroad Company September 18, 1909. October 7, 1909, the Commission consented to the transfer of the works, plant, and property of The East Albany Gas Light Company, incorporated March 18, 1871, under the general manufacturing law, to Albany Southern Railroad Company.

*Location of line:* Extends from Aiken avenue, Rensselaer (trackage to State street and Broadway, Albany),

to 7th and Diamond streets, Hudson; also Boston and Albany Railroad bridge and Cemetery to New York Central and Hudson River Railroad depot, Hudson.

*Officers:* President, William Loeb, jr.; First Vice-president, Richard Sutro; Secretary and Treasurer, Irvin W. Day.

*Main business office:* Corner Aiken avenue and Columbia street, Rensselaer, N. Y.

#### Auburn and Syracuse Electric Railroad Company

*Organization:* Incorporated September 30, 1902, as a consolidation of Auburn City Railway Company and Auburn Inter-Urban Electric Railroad Company, incorporated August 5, 1895, under the railroad law. Auburn City Railway Company was incorporated June 12, 1886, as a consolidation under authority of special act passed April 21, 1886 (ch. 163), of East Genesee Street and Seward Avenue Railway, incorporated under special act passed April 15, 1871 (ch. 527), amended by acts passed June 12, 1873 (ch. 743), and June 2, 1879 (ch. 444), and The Auburn and Owasco Lake Railway, incorporated under the name of The Auburn and Owasco Lake Railroad Company by special act passed April 15, 1871 (ch. 528), amended by act passed April 19, 1872 (ch. 292). A special act passed May 12, 1885 (ch. 265), authorized the filing of an amended certificate changing the name to The Auburn and Owasco Lake Railway, which amended certificate was filed June 2, 1885, a prior certificate on reorganization of The Auburn and Owasco Lake Railroad Company having been filed May 8, 1880, under the same name, The Auburn and Owasco Lake Railway.

*Location of line:* Extends in several directions in the city of Auburn, and through the counties of Cayuga and Onondaga via Skaneateles and Marcellus to Syracuse (trackage to common center).

*Officers:* President, C. D. Beebe; Vice-president, H. S. Holden; Secretary, H. C. Beatty; Treasurer, W. A. Holden.

*Main business office:* 500 Onondaga County Savings Bank Building, Syracuse, N. Y.

#### Babylon Railroad Company

*Organization:* Incorporated by special act passed April 15, 1871 (ch. 517), as amended by special act passed April 11, 1905 (ch. 174). January 30, 1911, Paul T. Brady and Willard V. King were appointed receivers by the United States District Court for the Eastern District of New York; and February 15, 1913, they were discharged as receivers and Ralph J. Hawkins appointed in their stead by the same court. December 13, 1913, the receiver turned the property over to the company.

*Location of line:* Extends from dock at foot of Fire Island avenue, Babylon, to Amityville.

*Officers:* President, Robert D. Ireland; Secretary, Frederick L. Kopff; Treasurer, Arthur Carter Hume.

*Main business office:* 1 Liberty street, New York city.

**Batavia Traction Company, Inc.**

*Organization:* Incorporated March 14, 1914, under the railroad law, and purchased the Batavia division of The Buffalo and Williamsville Electric Railway Company.

Returns not tabulated. Report covers period May 19 to June 30, 1914, only. The balance sheet June 30, 1914, shows—

*Assets Side:*

Current assets .....	\$947
Fixed capital .....	5,082
Special deposits .....	5,020

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\$11,048

*Liabilities Side:*

Bills payable .....	\$1,000
Capital stock .....	10,000
Corporate surplus .....	48

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\$11,048

The income account May 19 to June 30, 1914, shows—

Operating revenues .....	\$336
Operating expenses .....	288

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Net operating revenue..... \$48

*Location of line:* Extends from the easterly limit of the village via Clinton and Main streets to Lewiston road.

*Officers:* President, S. W. Brown; Vice-president, J. Frank Thomas; Secretary, M. L. Dennis; Treasurer, Frank Garnier.

*Main business office:* 63 Main street, Batavia, N. Y.

**Berkshire Street Railway Company**

*Organization:* Commencing February 1, 1913, the line of The Hoosick Falls Railroad Company has been operated under an agreement with The Vermont Company, to which the Hoosick Falls railroad was leased February 1, 1913, by Berkshire Street Railway Company, incorporated June 11, 1901, under the laws of Massachusetts. It is a consolidation, having acquired pursuant to orders of the Massachusetts Railroad Commission the property and franchises of the following Massachusetts corporations: June 8, 1906, Hoosac Valley Street Railroad Company, incorporated April 7, 1886; and May 4, 1910, Pittsfield Electric Street Railway Company, incorporated October 1, 1890.

*Location of line within State:* In Hoosick Falls, through Main, Abbott, and High streets, and Parsons avenue; through main traveled highway to North Hoosick and Walloomsac; thence on highway and on private right of way to New York-Vermont line.

*Officers:* President, Howard Elliott; Vice-president, L. S. Storrs; Clerk of Corporation, C. Q. Richmond; Treasurer, A. S. May.

*Main business office:* Pittsfield, Mass.

*Lessor Company:*

*The Hoosick Falls Railroad Company:* Incorporated May 17, 1910, as a reorganization, in part, taking title to that portion of the property and franchises of Bennington and North Adams Street Railway Company sold to Charles L. Livingston in foreclosure. Bennington and North Adams Street Railway Company was originally a corporation duly organized and existing under act of Vermont approved December 8, 1902, as amended and supplemented by acts of Vermont approved December 6, 1904, No. 202; approved December 6, 1906, No. 311; approved October 25, 1906, No. 312; approved December 3, 1908, No. 299; approved January 6, 1911, No. 364; approved January 17, 1911, No. 365; and was consolidated under the laws of New York and Vermont January 23, 1907, with Bennington and Hoosick Valley Railway Company, a corporation formed November 9, 1897, by consolidation of Hoosick Railway Company, incorporated June 10, 1893, under the railroad law of New York, and Bennington Electric Railroad Company, a corporation under the laws of Vermont. The name Bennington and North Adams Street Railway Company was changed to The Vermont Company December 27, 1910, under authority of No. 229 of the acts of 1908, of Vermont.

*Officers:* President, Howard Elliott; Vice-president, L. S. Storrs; Secretary, A. E. Clark; Treasurer, A. S. May.

*Corporate office:* Main street, Hoosick Falls, N. Y.

**Binghamton Railway Company**

*Organization:* Incorporated December 6, 1901, under the railroad law, as a consolidation of Binghamton, Lestershire and Union Railroad Company, incorporated October 18, 1894, under the railroad law; and Binghamton Railroad Company, incorporated August 22, 1892, as a consolidation of Binghamton Street Railroad Company (incorporated March 24, 1890, as a consolidation in turn of Washington Street, Asylum and Park Railroad Company, itself a consolidation October 4, 1887, of The Washington Street and State Asylum Railroad Company, incorporated October 24, 1871, under the railroad law, and Park Avenue Railroad Company, incorporated under the same law May 6, 1882, together forming Washington Street, Asylum and Park Railroad Company; The Binghamton Central Railroad Company, incorporated under the same law March 1, 1883, and City Railway Company, incorporated December 22, 1883, under the same law), and Binghamton and Port Dickinson Railroad Company, incorporated by special act passed May 1, 1868 (ch. 501). May 1, 1894, the following companies were consolidated with the Binghamton Railroad Company: Court Street and East End Railroad Company, incorporated March 23, 1866, under the street surface railroad law of 1884; and The West Side Street Railway Company of the City of Binghamton, N. Y., incorporated September 24, 1887, under the same law. February 24, 1914, the Commission granted an order permitting The Scranton and Binghamton Railroad Company, a Pennsylvania corporation, to purchase the outstanding stock of Binghamton Railway Company.

*Location of line:* Extends in various directions in the city of Binghamton; and from the city line on Main street to Union, on Floral avenue to Catholic cemetery, and on Chenango street to Port Dickinson.

*Officers:* President, G. T. Rogers; Vice-presidents, George E. Green, G. W. Dunn; Treasurer, Elmer M. White.

*Main business office:* 375 State street, Binghamton, N. Y.

**The Black River Traction Company**

*Organization:* Incorporated December 23, 1897, under the name of Black River Traction Company, as a reorganization of Watertown and Brownville Street Railway Company, incorporated October 23, 1890, under the street surface railroad law. June 25, 1894, Watertown Street Railway Company, incorporated September 28, 1887, under the street surface railroad law, was consolidated with Watertown and Brownville Street Railway Company under the name of The Watertown and Brownville Street Railway Company. Dexter and Brownville Street Railway Company, incorporated February 27, 1895, under the railroad law, was consolidated with Black River Traction Company December 19, 1900, under the name of The Black River Traction Company.

The following explanation of the company's financial returns is quoted from a statement authorized by the company and inserted in its annual report: "The operations of this company have been carried on heretofore chiefly through Mr. J. A. Lebkuecher, who owned 700 of the 1050 shares of its capital stock, the other 350 shares being held by his partner, Mr. George Krementz. Mr. Lebkuecher has paid the expenses of the road's operations by his personal check, and has likewise paid for any improvements to the property, but has never wished the Traction company, as such, to open an account with him. Until December 31, 1910, Mr. Lebkuecher had title to the power house, barns, and equipment used by the Traction company, for which he nominally received a rental of \$36,000. . . . There is no debt outstanding against the corporation. On December 31, 1910, the property owned by Mr. Lebkuecher was turned over to the Traction company for a nominal consideration. . . . The property, although undoubtedly worth much more, is carried on the company's books at only \$105,000, the par value of



the capital stock." From the foregoing it appears that no account has been taken of expenditures for the permanent improvement of the plant and property, but that if any such have been made they are charged into the maintenance accounts.

*Location of line:* Extends from Watertown to Dexter.

*Officers:* President, George Krementz; Vice-president, F. A. Lebkuecher; Secretary, D. M. Cosgrove; Treasurer, Richard Krementz.

*Main business office:* 753 West Main street, Watertown, N. Y.

#### **Buffalo and Depew Railway Company**

*Organization:* Incorporated May 1, 1897, under the railroad law.

*Location of line:* Extends from Genesee street, Buffalo, at city line, to corner Burlington avenue and Ellicott road, Depew.

*Officers:* President, William B. Cutter; Secretary, Percy Eaton; Treasurer, R. A. Pilkington.

*Main business office:* 618 Ellicott Square, Buffalo, N. Y.

#### **Buffalo and Lake Erie Traction Company**

*Organization:* Incorporated October 29, 1906, as a consolidation of Lake Erie Electric Traction Company (incorporated October 25, 1906, under the laws of New York, as a reorganization of Lake Erie Traction Company, a corporation under the laws of New York and Pennsylvania formed by consolidation May 12, 1902, under the laws of both States, of South Shore Suburban Railway Company, incorporated under the laws of Pennsylvania, and Lake Erie Traction Company, incorporated February 11, 1902, under the railroad law of New York) and Buffalo, Dunkirk and Western Railroad Company, incorporated March 9, 1903, as a merger and consolidation of Dunkirk and Point Gratiot Traction Company, incorporated July 20, 1899, under the railroad law, and Lake Shore Traction Company, incorporated December 10, 1901, under the railroad law. Buffalo and Lake Erie Traction Company (New York corporation) was consolidated December 28, 1906, with Erie Rapid Transit Company, a Pennsylvania corporation; reorganization of Erie Rapid Transit Street Railway Company, a Pennsylvania corporation, under the provisions of the railroad law of New York and various acts of Pennsylvania entitled "An act supplementary to an act regulating railroad companies, approved February 19, 1849," approved March 24, 1865, and act entitled "An act supplementary to an act entitled 'An act to provide for the incorporation and regulation of certain corporations,' approved April 29, 1874, providing for the merger and consolidation of certain corporations," approved May 29, 1901; Buffalo and Lake Erie Traction Company thereby becoming a corporation under the laws of New York and Pennsylvania. The Dunkirk and Fredonia Railroad Company, incorporated December 14, 1865, under special act passed April 21, 1864 (ch. 265), was consolidated with Buffalo and Lake Erie Traction Company November 23, 1906. Hamburg Railway Company, incorporated March 13, 1895, under the railroad law, was consolidated with Buffalo and Lake Erie Traction Company December 24, 1906.

*Location of line:* Main line extends from Buffalo to Erie, Penna., via Silver Creek, Dunkirk, Westfield, etc.; also to Hamburg, on the Ridge road from Abbott road to Hamburg turnpike, in the town of West Seneca; and over various streets in the cities of Dunkirk, N. Y., and Erie, Penna.

*Officers:* Vice-president and Secretary, M. D. Evans; Treasurer, A. F. Tideswell.

*Main business office:* Exchange Building, Erie, Penna.

#### *Lessor Companies:*

**Buffalo and Lackawanna Traction Company:** Incorporated June 18, 1906, under the railroad law. Leased April 1, 1909, from June 18, 1906, to Buffalo and Lake Erie Traction Company.

*Officers:* President, R. E. Griseom; First Vice-president and Secretary, M. D. Evans; Treasurer, A. F. Tideswell.

*Corporate office:* Exchange Building, Erie, Penna.

**Dunkirk Street Railway Company:** Incorporated April 7, 1906, under the railroad law. Operated by Buffalo and Lake Erie Traction Company: no written agreement.

*Officers:* President, J. S. Pevear; Vice-president, M. W. Dodge; Secretary, M. D. Evans; Treasurer, A. F. Tideswell.

*Corporate office:* 225 Central avenue, Dunkirk, N. Y.

#### **The Buffalo and Williamsville Electric Railway Company**

*Organization:* Incorporated August 10, 1891, under the railroad law.

*Location of line:* Extends from Main street, Buffalo city line, to Transit Road, via Williamsville.

*Officers:* President, Loran L. Lewis, jr.; Vice-president, L. L. Grove; Secretary, Godfrey Morgan; Treasurer, Lauren K. Warwiek.

*Main business office:* Niagara Square, Buffalo, N. Y.

#### **Buffalo, Lockport and Rochester Railway Company**

*Organization:* Incorporated June 23, 1905, as a consolidation of Albion Electric Railway, incorporated December 24, 1901, Albion and Rochester Railway, incorporated September 2, 1904, and Albion and Lockport Railway Company, incorporated September 2, 1904, all under the railroad law. On application of the bondholders, and order of the United States Circuit Court of the Western District of New York dated August 5, 1909, John M. Campbell and Milford W. Childs were appointed receivers; and January 24, 1910, by order of the same court, Frank A. Dudley was appointed additional receiver. The receivership was discharged about January 1, 1911.

*Location of line:* Extends from Rochester city line to Lockport city line, with trackage rights in both cities.

*Officers:* President, C. D. Beebe; Vice-president, F. A. Dudley; Secretary, H. C. Beatty; Treasurer, W. A. Holden.

*Main business office:* 500 Onondaga County Savings Bank Building, Syracuse, N. Y.

#### **The Buffalo Southern Railway Company**

*Organization:* Incorporated August 26, 1904, as a reorganization of The Buffalo, Hamburg and Aurora Railway Company, incorporated March 15, 1897, under the railroad law. Buffalo, Gardenville and Ebenezzer Railway, incorporated June 19, 1895, under the railroad law, was consolidated with The Buffalo Southern Railway Company November 5, 1904. N. A. Bundy was appointed receiver September 26, 1913.

*Location of line:* Extends from Buffalo city line, Seneca street, southerly to Hamburg, with branch to Orchard Park; and easterly to East Seneca and Ebenezzer.

*Officers:* President, William M. Griffith; Vice-president, George F. Wells; Secretary, H. M. Gear; Treasurer, N. A. Bundy.

*Main business office:* 2433 Seneca street, Buffalo, N. Y.

#### **Catskill Traction Company**

*Organization:* Incorporated January 28, 1910, as a reorganization of Catskill Electric Railway Company, incorporated January 22, 1897, under the railroad law. George W. Holdridge was appointed receiver by order of Supreme Court dated April 11, 1914.

*Location of line:* Extends from Catskill Point and Catskill to Leeds.

*Officers:* President, Harry B. Morris; Secretary and Treasurer, William W. Bennett.

*Main business office:* Catskill, N. Y.



**The Chautauqua Traction Company**

*Organization:* Incorporated March 7, 1903, under the railroad law.

*Location of line:* Extends from Lakewood, near Jamestown, to Westfield and Barcelona; trackage Lakewood to Jamestown.

*Officers:* President, A. N. Broadhead; Secretary, W. R. Reynolds; Treasurer, S. B. Broadhead.

*Main business office:* West Third street, Jamestown, N. Y.

**Corning and Painted Post Street Railway**

*Organization:* Incorporated December 8, 1894, under the railroad law.

*Location of line:* Extends from Brown's Crossing, town of Corning, to Painted Post, town of Erwin; with branch in city of Corning to Delaware, Lackawanna and Western Railroad station.

*Officers:* President, J. L. Greatsinger; Vice-president, G. N. Orcutt; Secretary, K. V. Dougherty; Treasurer, D. W. Bigoney.

*Main business office:* 50 Church street, New York city.

**The Cortland County Traction Company**

*Organization:* Incorporated June 12, 1901, as a reorganization of Cortland and Homer Traction Company, incorporated May 14, 1894, under the railroad law.

*Location of line:* Extends from Cortland northerly to Preble and easterly to McGraw; with branch in Cortland to Delaware, Lackawanna and Western Railroad station.

*Officers:* President, D. W. VanHoesen; Vice-president, E. H. Brewer; Secretary, G. H. Garrison; Treasurer, Edwin Duffey.

*Main business office:* 10 Clinton avenue, Cortland, N. Y.

**Eastern New York Railroad Company**

*Organization:* Incorporated December 14, 1904, succeeding The Ballston Terminal Railroad Company, incorporated March 14, 1896, under the railroad law. F. H. Beach was appointed receiver June 23, 1908, and the receiver was discharged November 15, 1910. The capital stock was reduced from \$500,000 to \$275,000 by certificate filed February 4, 1912.

*Location of line:* Extends from Ballston Spa through Bath street, Johnstown road, Craneville road, Lafayette road, Rock City highway, Middle Grove highway, and private right of way to Middle Grove.

*Officers:* President, H. M. VanCourt; Vice-president, S. C. Medberg; Treasurer, F. H. Beach.

*Main business office:* 309 Milton avenue, Ballston Spa, N. Y.

**Elmira and Seneca Lake Traction Company**

*Organization:* Incorporated July 6, 1906, under the railroad law, as a reorganization of Elmira and Seneca Lake Railway Company, incorporated May 9, 1895 (amended certificate filed December 17, 1895), under the name of The Watkins and Havana Railroad Company; name changed by order of the Supreme Court dated April 21, 1896, to Elmira and Seneca Lake Railway Company.

*Location of line:* Extends from Horseheads to Watkins, with trackage Horseheads to Elmira.

*Officers:* President, Ray Tompkins; Vice-president, S. J. Dill; Secretary and Treasurer, C. A. Kolstad.

*Main business office:* Hulett Building, Elmira, N. Y.

**Elmira, Corning and Waverly Railway**

*Organization:* Incorporated August 30, 1905, under the railroad law.

*Location of line:* Extends from corner of Broad and Chemung streets, Waverly, to the easterly line of Elmira; easterly line of town of Big Flats, on River road at Clark's Glen, to Brown's Crossing, town of Corning; trackage from easterly line of city to corner Lake and Market streets, Elmira; from Lake and Water streets to Clark's Glen; and corner Broad and Fulton streets to corner Broad and Chemung streets, Waverly.

*Officers:* President, J. L. Greatsinger; Vice-president, G. N. Orcutt; Secretary, J. E. Packer; Treasurer, D. W. Bigoney.

*Main business office:* 50 Church street, New York city.

**Elmira Water, Light and Railroad Company**

*Organization:* Incorporated May 23, 1900, under the name of Elmira Water, Light Company; amended certificate under section 21 of the then railroad law filed May 26, 1900, changing name to Elmira Water, Light and Railroad Company; a further amended certificate (territory) was filed November 16, 1909. On the dates named the following companies were merged with Elmira Water, Light and Railroad Company: May 28, 1900: The Elmira and Horseheads Railway Company, incorporated December 30, 1870, under special acts passed April 18, 1866 (ch. 659), and April 15, 1870 (ch. 233), amending and revising the first named act, and The Maple Avenue Railroad Company, incorporated May 16, 1887, under the street surface railroad law; May 31, 1900: The Elmira Water Works Company; July 1, 1901: Elmira Heights Water Company; July 9, 1908: Chemung County Gas Company, incorporated October 2, 1902, under the transportation corporations law; May 25, 1910: The Montour Falls Electric Light Company, incorporated October 29, 1897, under the transportation corporations law. November 10, 1911, the Commission approved the merger of the West Side Railroad Company of Elmira, N. Y., into Elmira Water, Light and Railroad Company; and February 12, 1912, the Commission authorized Elmira Water, Light and Railroad Company to purchase the outstanding stock of West Water Street Railroad Company.

*Location of line:* Elmira, Horseheads, and Elmira Heights; and Elmira and Clark's Glen.

*Officers:* President, Ray Tompkins; Vice-president, S. J. Dill; Secretary and Treasurer, C. A. Kolstad.

*Main business office:* Hulett Building, Elmira, N. Y.

**Lessor Company:**

**West Water Street Railroad Company:** Incorporated August 26, 1890, under the street surface railroad law; leased April 26, 1899, to The Maple Avenue Railroad Company.

*Officers:* President, Ray Tompkins; Vice-president, George Bullock; Secretary and Treasurer, C. A. Kolstad.

*Corporate office:* Hulett Building, Elmira, N. Y.

**Empire United Railways, Inc.**

*Organization:* Incorporated February 17, 1913, as a consolidation of Rochester, Syracuse and Eastern Railroad Company; Auburn and Northern Electric Railroad Company; and Syracuse, Lake Shore and Northern Railroad Company. Rochester, Syracuse and Eastern Railroad Company was incorporated November 7, 1901, under the railroad law. Auburn and Northern Electric Railroad Company was incorporated September 14, 1904, under the railroad law. Syracuse, Lake Shore and Northern Railroad Company was incorporated September 9, 1905, under the railroad law. Syracuse, Lake Shore and Northern Railroad Company acquired by purchase September 9, 1905, the property of Syracuse, Lakeside and Baldwinsville Railway, incorporated July 16, 1896, under the railroad law, under the name of Onondaga Lake Railroad Company, and name changed as above May 3, 1898, by order of the Supreme Court. February 18, 1909, it acquired by purchase the property of Oswego Traction



Company, incorporated June 8, 1899, under the railroad law, as a reorganization of Oswego Street Railway Company and Lake Ontario and Riverside Railway Company. Syracuse and Ontario Railroad, incorporated November 21, 1902, as a reorganization of Fulton and Oswego Falls Street Railway Company, incorporated September 21, 1885, under the street surface railroad law, was merged with Syracuse, Lake Shore and Northern Railroad Company, June 29, 1907. Fulton and Oswego Falls Street Railway Company was consolidated March 10, 1896, with Oswego Street Railway Company, incorporated May 7, 1885, under the name of Lake Ontario and Riverside Railway Company.

*Location of line:* Extends from Rochester Four Corners (trackage to Culver road) to Syracuse, and thence to Fulton and Oswego; also from Port Byron to Auburn.

*Officers:* President, C. D. Beebe; Vice-president, H. S. Holden; Secretary, C. A. Lux; Treasurer, W. A. Holden.

*Main business office:* 500 Onondaga County Savings Bank Building, Syracuse, N. Y.

*Lessor Company:*

**The Monroe County Electric Belt Line Company:** Incorporated July 18, 1901, under the railroad law.

*Officers:* President, H. C. Beatty; Vice-president, H. D. Brewster; Secretary, A. M. Michael; Treasurer, W. W. Foster.

*Corporate office:* 845 Powers Building, Rochester, N. Y.

**The Fishkill Electric Railway Company**

*Organization:* Incorporated March 12, 1895, under the railroad law.

*Location of line:* Extends from Fountain street, Beacon, to Fishkill; also from river to Mount Beacon (leased line).

*Officers:* President, John T. Smith; Vice-president, William J. Conklin; Secretary, William H. Southard; Treasurer, George F. Patterson.

*Main business office:* 93 Main street, Beacon, N. Y.

*Lessor Company:*

**The Citizens Railroad, Light and Power Company:** Incorporated as The Carroll Electric Company, November 4, 1893, under the transportation corporations law; name changed as above by order of Supreme Court December 26, 1901.

*Officers:* President, E. L. Tompkins; Vice-president, G. A. Schrader; Secretary, S. K. Phillips; Treasurer, B. L. Smith.

*Corporate office:* Beacon, N. Y.

**Fonda, Johnstown and Gloversville Railroad Company**

[Electric Division]

For history of organization, officers, etc., see Steam Railroad Corporations.

*Location of line:* Main line "B": Gloversville to Schenectady; Main line "C": Gloversville to Fonda; also belt lines in Gloversville and Amsterdam, and Hagaman line.

*Lessor Company:*

**The Johnstown, Gloversville and Kingsboro Horse Railroad Company:** Incorporated November 12, 1873, under the railroad law. See L. 1874, ch. 255; and 1882, ch. 337. Leased to Fonda, Johnstown and Gloversville Railroad Company January 1, 1894.

*Officers:* President, William Littauer; Vice-president, L. N. Littauer; Secretary and Treasurer, Lyman K. Brown.

*Corporate office:* 102 West Fulton street, Gloversville, N. Y.

**Freeport Railroad Company**

*Organization:* Incorporated April 6, 1912, under the railroad law.

*Location of line:* Extends from Railroad avenue and junction of Front street to Great South Bay Ferry Company, Freeport.

*Officers:* President, T. P. C. Forbes; Vice-president, Frank F. Wentworth; Secretary and Treasurer, Roland M. Lamb.

*Main business office:* 5 Railroad avenue, Freeport, N. Y.

**Geneva, Seneca Falls and Auburn Railroad Company, Inc.**

*Organization:* Incorporated May 28, 1913, as a reorganization of Geneva and Auburn Railway Company, incorporated March 27, 1895, under the name of Geneva, Waterloo, Seneca Falls and Cayuga Lake Traction Company, as a consolidation of Geneva and Waterloo Railway Company, incorporated March 18, 1893; Geneva Surface Railway Company, incorporated June 4, 1891; Waterloo, Seneca Falls and Cayuga Lake Railway, incorporated November 24, 1894: all under the railroad law; and The Seneca Electric Railway, incorporated December 7, 1889, as a reorganization of The Seneca Falls and Waterloo Railroad Company, incorporated by special act passed March 22, 1866 (ch. 197). The name Geneva, Waterloo, Seneca Falls and Cayuga Lake Traction Company was changed to Geneva and Auburn Railway Company by order of the Supreme Court dated July 26, 1909. February 5, 1912, R. R. Quay and W. B. Atwood were appointed receivers of Geneva and Auburn Railway Company.

*Location of line:* Main line, Geneva to Cayuga Lake Park via Waterloo and Seneca Falls; also Geneva line, Leligh Valley depot to end of Pulteney street.

*Officers:* President, R. R. Quay; Vice-president, W. B. Atwood; Secretary, L. G. Haskins; Treasurer, H. H. Harney.

*Main business office:* 143 Fall street, Seneca Falls, N. Y.

**The Glen Cove Rail Road Company**

*Organization:* Incorporated December 4, 1902, under the railroad law.

*Location of line:* Extends from Sea Cliff (railroad station) to Glen Cove, Hempstead harbor.

*Officers:* President, Ralph Peters; Vice-president, C. L. Addison; Secretary, Frank E. Haff; Treasurer, J. F. Fahnestock.

*Main business office:* Broad Street Station, Philadelphia, Penna.

**Great South Bay Ferry Company**

*Organization:* Incorporated July 31, 1903, under the transportation corporations law. Long Beach Transportation Company, incorporated February 8, 1901, under the transportation corporations law, was merged with Great South Bay Ferry Company September 27, 1907. All capital stock is owned by Seashore Municipal Railroad Company, incorporated January 18, 1907 (amended certificate filed May 25, 1907), under the railroad law.

*Location of line:* Extends from Atlantic avenue, Freeport, to Swift Creek dock.

*Officers:* President, T. P. C. Forbes; Vice-president, Frank F. Wentworth; Secretary and Treasurer, Roland M. Lamb.

*Main business office:* 5 Railroad avenue, Freeport, N. Y.

**Hornell Traction Company**

*Organization:* Incorporated October 6, 1909, as a consolidation of The Hornellsville Electric Railway Company, incorporated December 16, 1891; The Hornellsville and Canisteo Railway Company, incorporated May 2, 1892; and The Canisteo Valley Electric Railway Company, incorporated December 28, 1891: all under the railroad law.

*Location of line:* In city of Hornell, and extends to Canisteo; with line to North Hornell opened May 1, 1914.

*Officers:* President, Charles A. Adsit; Vice-president, J. B. Day; Secretary, H. A. Bull; Treasurer, W. H. Walbridge.

*Main business office:* 126 Main street, Hornell, N. Y.



**Hudson River and Eastern Traction Company**

*Organization:* Incorporated February 14, 1906, under the railroad law.

*Location of line:* Extends from New York Central and Hudson River Railroad depot to Camp Woods, Ossining; also Spring Street line to Ossining Hospital.

*Officers:* President, O. F. Bennett; Vice-president, Arthur A. McGivney; Secretary, H. D. Swain; Treasurer, W. L. Stratton.

*Main business office:* 167 Croton avenue, Ossining, N.Y.

**Hudson Valley Railway Company**

*Organization:* Incorporated August 14, 1901, as a consolidation of The Stillwater and Mechanicville Street Railway Company, incorporated November 13, 1882, under the railroad law; Greenwich and Schuylerville Electric Railroad, incorporated July 1, 1895, under the railroad law; Glens Falls, Sandy Hill and Fort Edward Street Rail Road Company, incorporated May 29, 1885, under the street surface railroad law; Warren County Railway, incorporated June 29, 1899, under the railroad law; Saratoga Northern Railway, incorporated June 28, 1897, under the railroad law; and Saratoga Traction Company, incorporated May 20, 1897, under the railroad law. Saratoga Lake Railroad Company, incorporated May 20, 1897, was merged with Saratoga Traction Company July 1, 1897.

*Location of line:* Extends from Waterford (trackage to center of city of Troy) northerly via Mechanicville to Fort Edward; thence to Hudson Falls, Glens Falls, Lake George, and Warrensburgh, with branch Thomson to Greenwich (trackage across Hudson river at Thomson); also Mechanicville to Saratoga Springs and Glens Falls, with spur to Ballston Spa, and branch Saratoga Springs to Saratoga Lake. Glens Falls and South Glens Falls have local lines.

*Officers:* President, L. F. Loree; First Vice-president, C. S. Sims; Secretary, W. H. Elder; Treasurer, H. F. Atherton.

*Main business office:* 598 Broadway, Albany, N. Y.

*Lessor Company:*

**The North River Railway:** Incorporated April 5, 1902, under the railroad law. Leased to Hudson Valley Railway Company July 3, 1903; all stock and bonds owned by that company.

*Officers:* President, L. F. Loree; First Vice-president, C. S. Sims; Secretary, W. H. Elder; Treasurer, H. F. Atherton.

*Corporate office:* 598 Broadway, Albany, N. Y.

**Huntington Railroad Company**

*Organization:* Incorporated May 13, 1890, under the street surface railroad law.

*Location of line:* Extends from Huntington harbor to Amityville.

*Officers:* President, Ralph Peters; Vice-president, C. L. Addison; Secretary, Frank E. Haff; Treasurer, J. F. Fahnestock.

*Main business office:* Broad Street Station, Philadelphia, Penna.

**International Railway Company**

*Organization:* Incorporated February 19, 1902, as a consolidation of Buffalo Railway Company, incorporated December 10, 1890, under the street surface railroad law; Buffalo and Niagara Falls Electric Railway, incorporated March 27, 1893, under the same law; Buffalo, Tonawanda and Niagara Falls Electric Railroad Company, incorporated August 26, 1898, as a reorganization of The Tonawanda Street Railroad Company, incorporated April 23, 1890, under the same law; The Niagara Falls and Suspension Bridge Railway Company, incorporated October

21, 1882, under the railroad law; Buffalo and Lockport Railway, incorporated May 3, 1898; Lockport and Olcott Railway, incorporated April 7, 1900; and Niagara Falls, Suspension Bridge Company. Buffalo and Lockport Railway had acquired in 1898 the franchises and properties of Lock City Electric Railroad Company, incorporated October 29, 1892 "for the purpose of constructing, operating, and maintaining an electric street surface railroad . . . in the city of Lockport . . . and an electric generating plant for purposes of light and power therefor and in connection therewith"; and of Buffalo, Kenmore and Tonawanda Electric Railway Company, incorporated September 26, 1891; see special act passed April 3, 1867 (ch. 239), authorizing the construction of a street railway. Prior to such consolidation, January 31, 1891, The Buffalo Street Rail Road Company, incorporated April 6, 1860, and The Buffalo East Side Street Railway Company, incorporated by special act passed May 10, 1870 (ch. 774), were merged with Buffalo Railway Company. April 5, 1892, The West Side Street Railway Company, incorporated August 13, 1887, was merged with Buffalo Railway Company. May 28, 1895, Buffalo and Tonawanda Electric Railway, incorporated January 12, 1893 (supplemental affidavit filed February 11, 1895), was consolidated with Buffalo and Niagara Falls Electric Railway under the name of the latter. February 3, 1902, The Buffalo Traction Company, incorporated October 28, 1895, and The Buffalo, Bellevue and Lancaster Railway Company, incorporated March 1, 1892, were merged with Buffalo Railway Company. Niagara Falls, Whirlpool and Northern Railway, incorporated February 26, 1894, was merged with Niagara Falls and Suspension Bridge Railway Company February 3, 1902. February 3, 1902, Elmwood Avenue and Tonawanda Electric Railway Company, incorporated June 20, 1893, under the railroad law, was merged into Buffalo and Lockport Railway Company. November 7, 1912, The Electric City Railway Company, incorporated February 1, 1904, under the railroad law, was merged into International Railway Company; and May 31, 1913, Crosstown Street Railway Company of Buffalo, incorporated February 5, 1890, under the street surface railroad law, was merged into International Railway Company. International Railway Company purchased the property of Lewiston Connecting Bridge Company within the State of New York; and the properties of Niagara Falls Park and River Railway Company, Clifton Suspension Bridge Company, The Queenston Heights Bridge Company, and Queenston Suspension Bridge Company, located in the Province of Ontario, Dominion of Canada.

*Location of line:* Extends in various directions in the city of Buffalo; easterly to Lancaster and Depew; and northerly to Tonawanda, North Tonawanda, Niagara Falls, Lockport, and Olcott Beach.

*Officers:* President, Edward G. Connette; Vice-president, E. J. Dickson; Secretary, John A. McKenna; Treasurer, G. W. Wilson.

*Main business office:* 816 Ellicott Square, Buffalo, N.Y.

**Ithaca Traction Corporation**

*Organization:* Ithaca Traction Corporation was incorporated March 30, 1914, as a reorganization of Ithaca Street Railway Company, incorporated November 18, 1884, under the street surface railroad law. Cayuga Lake Electric Railway Company, incorporated March 26, 1894, was merged with Ithaca Street Railway Company July 22, 1898; and December 5, 1912, Ithaca and Cayuga Heights Railway, incorporated October 6, 1904, was merged. January 6, 1912, John W. Dwight and Roger B. Williams, jr., were appointed receivers. March 31, 1914,



the receivership was terminated and the property turned over to the new company.

*Location of line:* Extends in various directions in the city of Ithaca, and to East Ithaca.

*Officers:* President, R. B. Williams, jr.; First Vice-president, H. W. Fitz; Secretary, H. A. Clarke; Treasurer, T. P. Clancy.

*Main business office:* 109 North Tioga street, Ithaca, N. Y.

#### **Jamestown Street Railway Company**

*Organization:* Incorporated October 18, 1883, under the railroad law.

*Location of line:* Extends in several directions in the city of Jamestown, easterly to Falconer, and westerly to Celoron and Lakewood.

*Officers:* President, A. N. Broadhead; Vice-president, William Broadhead; Secretary and Treasurer, S. B. Broadhead.

*Main business office:* West Third street, Jamestown, N. Y.

#### **Kingston Consolidated Railroad Company**

*Organization:* Incorporated January 9, 1896, under the name of Colonial City Traction Company, as a reorganization of Colonial City Electric Railway Company, incorporated June 9, 1893, and name changed by order of Supreme Court dated August 31, 1901, from Colonial City Traction Company to Kingston Consolidated Railroad Company. Kingston City Railroad Company, incorporated June 5, 1879, as a reorganization of Kingston and Rondout Railroad Company, incorporated January 31, 1865, under the railroad law, under and pursuant to authority of special act passed March 9, 1866 (ch. 110), was merged with Kingston Consolidated Railroad Company, January 9, 1902.

*Location of line:* Extends from Kingston to Kingston Point and Rhinebeck Ferry.

*Officers:* President, Fred T. Ley; Vice-president, H. C. Page; Secretary, G. B. teBow; Treasurer, Abram Hasbrouck.

*Main business office:* 320 Broadway, Kingston, N. Y.

#### **Lima-Honeoye Light and Railroad Company**

*Organization:* Incorporated June 25, 1910, under the transportation corporations law, under the name of Lima-Honeoye Light Company; name changed as above by certificate filed September 12, 1910, under section 21 of the railroad law.

*Location of line:* Extends from Lima to Honeoye Falls.

*Officers:* President and Secretary, Donald M. Lewis; Treasurer, Alexander Russell.

*Main business office:* West Main street, Avon, N. Y.

#### *Lessor Company:*

**Lima-Honeoye Electric Light and Railroad Company:** Leased July 6, 1910, to Lima-Honeoye Light Company; lease approved by order of the Commission dated August 22, 1910. Lima-Honeoye Electric Light Company was incorporated June 30, 1898, under the transportation corporations law; amended certificate filed October 4, 1898, pursuant to section 21 of the railroad law, and name changed to Lima-Honeoye Electric Light and Railroad Company, to which all stockholders of Lima Railway Company, incorporated February 25, 1897, as a reorganization of The Lima and Honeoye Falls Railway Company, incorporated March 28, 1892, consented to transfer its property by instrument filed in office of Secretary of State October 7, 1898.

*Officers:* President, Alvin H. Dewey; Secretary, George II. Bliven.

*Corporate office:* 440 Powers Building, Rochester, N. Y.

#### **The Long Island Electric Railway Company**

*Organization:* Incorporated March 5, 1894, under the name of The Long Island Electric Railway Company. October 11, 1899, it was consolidated with New York and

North Shore Railway Company, incorporated March 13, 1897, under the name of the latter company. "After foreclosure of that part of the New York and North Shore Railway Company's line between Jamaica and Flushing, the company, upon order of Judge A. H. Sewell in the Supreme Court on August 28, 1903, resumed its original name and lines." Reports to Public Service Commission, First District. A short stretch of track in the vicinity of Inwood, near Far Rockaway, extends into Nassau county.

*Location of line:* Extends from Belmont Park to Grant avenue, Brooklyn, 8.28 miles first track and 7.90 miles second track; from Jamaica to Far Rockaway, 9.06 miles single track and 1.32 miles sidings and turnouts, and 0.61 mile track in car-barn and shop and 0.61 mile track in car-barn: 2.53 miles of track and sidings are in the Second District (3.02 miles of first track and 0.26 mile second track on private right of way). Trackage: On Fulton street, Jamaica, from Washington street to Grand street (Brooklyn, Queens County and Suburban Railroad Company), 0.40 mile double track; on Liberty avenue from Eldert lane to Grant avenue, Brooklyn (Nassau Electric Railroad Company), 0.10 mile double track.

#### *Summary of Mileage:*

	<i>Total</i>	<i>First District</i>	<i>Second District</i>
Length of line (first track).....	17.34	15.01	2.33
Length of other track.....	9.83	9.63	0.20
Totals . . . . .	27.17	24.64	2.53
Trackage . . . . .	1.00	1.00	....

*Note:* Data from latest report of Public Service Commission, First District.

*Officers:* President, C. L. Addison; Vice-president, W. O. Wood; Secretary and Treasurer, Frank E. Haff.

*Main business office:* 7 and 9 Borden avenue, Long Island City, N. Y.

#### **Mount Beacon-on-Hudson Hotel Company**

*Organization:* Incorporated August 24, 1907, under laws of the State of Maine.

*Location of line:* Operates by cable incline from point at foot to point near summit of Mount Beacon, all on property of lessor, The Mount Beacon on Hudson Association.

*Officers:* President, Eugene S. Whitney; Vice-president, Albert Merrill; Secretary, W. J. Knowlton; Treasurer, E. F. Robinson.

*Main business office:* 31½ Exchange street, Portland, Me.

#### *Lessor Company:*

**The Mount Beacon on Hudson Association:** Incorporated July 6, 1900, under the business corporations law. The Mount Beacon on Hudson Association has acquired property at Mount Beacon, near Fishkill, N. Y., developing it as a summer resort, and has constructed an incline railroad 2200 feet in length from the base of the mountain to Mount Beacon House. It holds title to two hundred acres of land, comprising North Mount Beacon and land at the westerly base. All the property of the corporation is leased to Mount Beacon-on-Hudson Hotel Company for fifty years from February 1, 1908, the lessee to pay annually a sum equal to 5 per cent (a less amount for first three years) on \$150,000 outstanding capital stock of lessor, and 5 per cent interest on all bonds issued by the lessor and approved by the lessee; also interest on floating debt (a note of \$5000) until such note is funded; the sum of \$350 to meet expenses of maintenance of organization of lessor; and all taxes, insurance, and water rates. For the year ended June 30, 1914, the lessor company furnishes no complete financial statement, but reports title to land, permanent improvements, buildings, etc., valued at \$168,098, in addition to permanent improvements made by the lessee of which the lessor has no account, but to which under the terms of the lease it will have title upon the expiration of the lease. Its outstanding liabilities are reported as capital stock \$150,000, 5 per cent bonds \$25,000, note \$5000. Mount Beacon-on-Hudson Hotel Company furnishes for the year ended June 30, 1914, no complete income or balance sheet statements. It shows total receipts amounting to \$27,431: of which \$11,635 are credited to "Incline"; \$10,033 to "Casino"; and \$2108 to

"Hotel". Expenditures reported amount to \$27,267. Its assets and liabilities are listed as follows:

*Assets:*

Amount due from Mount Beacon on Hudson Association charges during the year.....	\$500.00
Prior amounts estimated.....	11,926.90
Bonds, par value \$4000, less 5%.....	3,800.00
Bills receivable.....	500.00
Bottling plant.....	1,500.00
Land.....	10,000.00
Tools.....	175.00
Cash on hand.....	500.00
	<hr/>
	\$28,901.90

*Liabilities:*

Rent due Mount Beacon on Hudson Association.....	\$3,000.00
Notes payable.....	3,600.00
Accounts payable.....	1,943.47
	<hr/>
	\$8,543.47

Equipment operated consists of two 33-ft. open cable cars.

*Officers:* President, Jesse B. Pattee; Vice-president, Welden F. Weston; Secretary, Samuel K. Phillip; Treasurer, Jesse B. Pattee.

*Corporate office:* Beacon, N. Y.

**Nassau County Railway Company**

*Organization:* Incorporated March 13, 1899, under the railroad law.

*Location of line:* Extends from railroad station to Prospect avenue, Sea Cliff.

*Officers:* President, Ralph Peters; Vice-president, C. L. Addison; Secretary, Frank E. Haff; Treasurer, J. F. Fahnestock.

*Main business office:* Broad Street Station, Philadelphia, Penna.

**New Paltz, Highland and Poughkeepsie Traction Company**

*Organization:* Incorporated July 20, 1903, under the railroad law. Acquired from the purchaser at receiver's sale the property and franchises of New Paltz and Poughkeepsie Traction Company, incorporated January 4, 1900, under the railroad law.

*Location of line:* Extends from Highland Landing to New Paltz via Lloyd.

*Officers:* President, Joseph A. Duffy; Vice-president, E. F. Millar; Secretary, George A. Wardell; Treasurer, Thomas G. Hinds.

*Main business office:* New Paltz, N. Y.

**The New York and Long Island Traction Company**

*Organization:* Incorporated February 27, 1899, as Mineola, Hempstead and Freeport Traction Company, under the railroad law; name changed by order of Supreme Court dated August 18, 1902, to The New York and Long Island Traction Company. Reports to Public Service Commission, First District. The larger portion of its line, however, is within the jurisdiction of the Second District Commission.

*Location of line:* Extends from Hempstead to Jamaica (Hempstead-Jamaica division); from Mineola through the villages of New Hyde Park and Floral Park to and beyond the New York city line (Jericho Turnpike division); and from Mineola via Hempstead, Freeport, Lynbrook, Rockville Center, and Valley Stream to Grant and Liberty avenues in the borough of Brooklyn (Mineola-Brooklyn division). Hempstead-Jamaica division: Hempstead via Belmont Park to Jamaica, 5.58 miles single track and 0.47 mile sidings and turnouts, and 0.27 mile in car-barn, all in Second District. Jericho Turnpike division: Mineola via Jericho turnpike to Washington and Fulton streets, Jamaica, 5.86 miles single track and 0.26 mile sidings and turnouts: 3.86 miles track and sidings are in Second District. Mineola-Brooklyn division: Mineola via Hempstead to Grant avenue, Brooklyn,

24.85 miles single track and 4.29 miles sidings and turnouts, 0.29 mile in car-barn: 20.64 miles track and sidings are in Second District. Of the foregoing divisions, 9.77 miles track are on private right of way and 0.38 mile on leased private right of way. Trackage: Hempstead-Jamaica division: Fulton and Grand streets, Jamaica, to Belmont Park (Long Island Electric Railway Company), 4.05 miles double track, not in Second District; Washington street to Grand street, Jamaica, on Fulton street (Brooklyn, Queens County and Suburban Railroad Company), 0.40 mile double track, not in Second District. Mineola-Brooklyn division: Grant and Liberty avenues, Brooklyn (Nassau Electric Railway Company), 0.10 mile double track, not in Second District.

*Summary of Mileage:*

	<i>Total</i>	<i>First District</i>	<i>Second District</i>
Length of line (first track).....	36.29	9.49	26.80
Length of other track.....	5.51	1.56	3.95
Totals.....	<hr/> 41.80	<hr/> 11.05	<hr/> 30.75
Trackage.....	9.10	9.10	.....

*Note:* Data from latest report of Public Service Commission, First District.

*Officers:* President, C. L. Addison; Vice-president, W. O. Wood; Secretary and Treasurer, Frank E. Haff.

*Main business office:* 7 and 9 Borden avenue, Long Island City, N. Y.

**The New York and North Shore Traction Company**

*Organization:* Incorporated August 6, 1902, as The Mineola, Roslyn and Port Washington Traction Company; name changed by order of Supreme Court dated July 22, 1907, to The New York and North Shore Traction Company. Reports to Public Service Commission, First District. The larger portion of its line, however, is within the jurisdiction of the Second District Commission.

*Location of line:* Extends from Port Washington to Roslyn, 3.90 miles first track and 0.36 mile car-house track and sidings; from Hicksville to city line, 16.64 miles first track and 0.42 miles sidings; to city line Flushing, 6.62 miles first track, 5.49 miles second track, and 0.13 mile track in car-house; from Flushing to Whitestone, 2.26 miles first track and 2.26 miles second track; of the foregoing, the first two are in the Second District and the other two are in the First District (3.39 miles first track, 1.12 miles second track, and 0.16 mile other track on private right of way). Trackage: In Broadway, Flushing, from Main street to Prince street (New York and Queens County Railway Company), 0.04 mile single track.

*Summary of Mileage:*

	<i>Total</i>	<i>First District</i>	<i>Second District</i>
Length of line (first track).....	29.42	8.88	20.54
Length of other track.....	8.66	7.88	0.78
Totals.....	<hr/> 38.08	<hr/> 16.76	<hr/> 21.32
Trackage.....	0.04	0.04	.....

*Note:* Data from latest report of Public Service Commission, First District.

*Officers:* President, George A. Stanley; Vice-president, Benj. A. Hegman, jr.; Secretary, James A. MacElhinny; Treasurer, George F. Scofield.

*Main business office:* Roslyn, Nassau county, N. Y.

**New York and Stamford Railway Company**

*Organization:* Incorporated August 3, 1901, as a consolidation of The Larchmont Horse Railway Company, incorporated February 7, 1888, under the street surface railroad law, and Port Chester Street Railway Company, incorporated July 14, 1896, under the railroad law. January 1, 1907, The Consolidated Railway Company



leased to New York and Stamford Railway Company its line from Mianus river to New York-Connecticut state line.

*Location of line:* Liberty Square, Port Chester, to Dean Place, Larchmont, via Mamaroneck, Larchmont Manor, and Larchmont station, with branch Rye to Rye Beach; also Liberty Square, Port Chester, to New York-Connecticut line; local lines in Rye and Port Chester, and trackage right in Mamaroneck. In Connecticut, the line of the Connecticut company is used to Stamford.

*Officers:* President, Howard Elliott; Vice-president, L. S. Storrs; Secretary, A. E. Clark; Treasurer, A. S. May.

*Main business office:* Midland avenue, Port Chester, N. Y.

#### New York State Railways

*Organization:* Incorporated March 22, 1909, as a consolidation of Rochester Railway Company, incorporated February 25, 1890, under the street surface railroad law; The Rochester and Sodus Bay Railway Company, incorporated August 13, 1898, under the name of Rochester and Sodus Bay Railway, under the railroad law, and consolidated July 25, 1902, with The Irondequoit Park Railroad Company, incorporated October 19, 1895, together forming The Rochester and Sodus Bay Railway Company; and Rochester and Eastern Rapid Railway Company, incorporated January 21, 1891, amended certificate filed February 2, 1903. April 2, 1890, The Crosstown Railroad Company of Rochester, N. Y., incorporated April 2, 1889, under the street surface railroad law; Rochester City and Brighton Rail Road Company, incorporated May 31, 1862, under the railroad law, reorganized March 5, 1868, under the same name; and The South Park Railroad Company of Rochester, N. Y., incorporated April 2, 1889, under the street surface railroad law, were merged with Rochester Railway Company.

October 31, 1912, Utica and Mohawk Valley Railway Company, Syracuse Rapid Transit Railway Company, Oneida Railway Company, and Rochester and Suburban Railway Company were merged into New York State Railways. Utica and Mohawk Valley Railway Company was incorporated November 27, 1901, as a consolidation of The Utica Belt Line Street Railroad Company, incorporated February 15, 1886, under the railroad law, and The Utica and Mohawk Railroad, incorporated January 8, 1874, as a reorganization of The Utica and Mohawk Street Railroad Company, incorporated June 30, 1869, under authority of special act passed May 17, 1869 (ch. 894). November 27, 1901, the following companies were merged with Utica and Mohawk Valley Railway Company: The Utica Suburban Railway Company, incorporated under the railroad law April 11, 1896; Herkimer, Mohawk, Ilion and Frankfort Electric Railway, incorporated February 5, 1895, as a consolidation of The Mohawk and Ilion Horse Rail Road Company, incorporated April 12, 1870, The Herkimer and Mohawk Street Rail Road Company, incorporated March 3, 1871, and Frankfort and Ilion Rail Road Company, incorporated May 9, 1871, all under the railroad law; The Deerfield and Utica Railroad Company, incorporated May 8, 1888, as a reorganization of Utica and Deerfield Street Rail Road Company, incorporated February 6, 1871, under the railroad law; Little Falls and Herkimer Street Railway Company, incorporated February 6, 1895, under the railroad law; Frankfort and Utica Street Railway Company, incorporated February 2, 1895, under the railroad law. June 29, 1907, Rome City Street Railway Company, incorporated December 22, 1885, under the street surface railroad law, was also merged with Utica and Mohawk Valley Railway Company.

Syracuse Rapid Transit Railway Company was incorporated May 21, 1896, under the railroad law; purchased

July, 1896, The Syracuse Consolidated Street Railway Company, incorporated May 22, 1890, under the street surface railroad law; and September, 1869, Syracuse Street Railroad Company, incorporated April 19, 1893. The Syracuse Consolidated Street Railway Company held by perpetual lease dated July 1, 1890, the lines of the following companies: Third Ward Railway Company, incorporated February 26, 1886 under the street surface railroad law; Fourth Ward Railway Company of Syracuse, incorporated May 21, 1888, under the same law; Fifth Ward Railroad Company, incorporated October 3, 1867, under the railroad law; Seventh Ward Railway Company of Syracuse, incorporated March 12, 1886, under the street surface railroad law; The Eleventh Ward Street Railway Company, incorporated March 7, 1889, under the same law; Genesee and Water Street Railroad Company, incorporated October 13, 1865, under the railroad law; The Woodlawn and Butternut Street Railway Company, incorporated May 15, 1886, under the street surface railroad law; The Syracuse and Geddes Railway Company, incorporated July 10, 1863, under special act passed May 4, 1863 (ch. 406); and the New Brighton and Onondaga Valley Railroad Company, incorporated June 3, 1869, under the railroad law, as authorized by special act passed May 5, 1869 (ch. 580). Syracuse Street Railroad Company held under lease dated 1894 The People's Railroad Company of Syracuse, incorporated April 25, 1887, which in turn held under lease dated 1890 the line of The Central City Railway Company, incorporated May 1, 1860, under special act passed April 19, 1859 (ch. 483), and also under lease dated 1890 the line of The Syracuse and Onondaga Railway Company, incorporated September 5, 1863, under special act passed April 29, 1863 (ch. 340).

Oneida Railway Company was incorporated May 14, 1885, under the name The Oneida Railway Company of Oneida, N. Y., and name changed by order of Supreme Court dated August 4, 1903, to Oneida Railway Company. Rochester and Suburban Railway Company was incorporated January 30, 1890, as a reorganization of Rochester and Irondequoit Railroad Company, incorporated May 22, 1893, under the railroad law.

*Location of line:* Extends in various directions in the city of Rochester and immediate vicinity, and to Geneva; also in and connecting the cities of Syracuse, Oneida, Utica, Rome, and Little Falls, and immediate territory.

*Officers:* President, Horace E. Andrews; Vice-president, John Carstensen; Secretary, Joseph C. Collins; Treasurer, Edward L. Rossiter.

*Main business office:* 267 State street, Rochester, N. Y.

#### Lessor Companies:

**East Side Traction Company:** Incorporated January 14, 1899, under the street surface railroad law; is held under lease dated August 7, 1899, to Syracuse Rapid Transit Railway Company. East Side Traction Company purchased in 1899 Syracuse and East Side Railway Company, incorporated August 30, 1894, which in turn was the purchaser in 1894 of The Syracuse, Eastwood Heights and Dewitt Railway Company, incorporated September 6, 1889, under the street surface railroad law.

*Officers:* President, Horace E. Andrews; Vice-president, W. K. Vanderbilt, jr.; Secretary and Treasurer, T. H. Conderman.

*Corporate office:* Gridley Building, Syracuse, N. Y.

**Ontario Light and Traction Company:** Incorporated June 7, 1900, as a reorganization of Canandaigua Electric Light and Railroad Company, incorporated March 6, 1888, under the name of Canandaigua Electric Light Company, under the general manufacturing law; amended certificate filed July 21, 1893, changing name as above. The last named company purchased at foreclosure sale under authority of L. 1893, ch. 357 (section 2 added L. 1895, ch. 156), the property of Canandaigua Street Railroad Company, incorporated May 4, 1886, under the street surface railroad law. Leased to Rochester and Eastern Rapid Railway June 1, 1903.

*Officers:* President, Horace E. Andrews; Vice-president, William K. Vanderbilt, jr.; Secretary, Joseph C. Collins; Treasurer, Edward L. Rossiter.

*Corporate office:* 66 Main street, South, Canandaigua, N. Y.



**The Rochester Electric Railway Company:** Incorporated July 9, 1887, under the street surface railroad law. Leased to Rochester Railway Company September 8, 1894.

*Officers:* President, Horace E. Andrews; Vice-president, William K. Vanderbilt, jr.; Secretary, Joseph C. Collins; Treasurer, Edward L. Rossiter.

*Corporate office:* 267 State street, Rochester, N. Y.

**Utica, Clinton and Binghamton Railroad Company:** For organization see New York, Ontario and Western Railway Company, under steam railroad corporations. Columbia and Whitesboro line, New York Mills line, and Genesee Street line in the city of Utica, and suburban territory, leased to The Utica Belt Line Street Railroad Company December 1, 1886.

#### **New York, Westchester and Boston Railway Company**

*Organization:* Incorporated March 20, 1872, under the name New York, West Chester and Boston Railway Company, under the railroad law. Affidavits under authority of laws 1903, ch. 627, were filed January 6, 1904. See reorganization June 13, 1881, under name of The East River and Connecticut Railway Company. Under authority of special act passed May 29, 1909 (ch. 579), it was consolidated January 18, 1910, under above name, with New York and Port Chester Railroad Company, incorporated April 3, 1901 (amended certificates filed August 20, 1901, and March 30, 1907), under the railroad law. Operations were commenced as follows: Harlem River station to Adams Street station, Bronx, August 3, 1912; Columbus Avenue Junction to Mamaroneck avenue, White Plains, July 1, 1912; Mamaroneck avenue to Westchester avenue, White Plains, August 3, 1912.

*Location of line:* The main line extends from Harlem river to North avenue; White Plains branch: Columbus avenue, Mount Vernon, to Westchester avenue, White Plains.

*Officers:* President, Leverett S. Miller; Secretary, Arthur E. Clark; Treasurer, A. S. May.

*Main business office:* 481 Morris Park avenue, New York city.

#### **New York, Westchester and Connecticut Traction Company**

*Organization:* Incorporated February 12, 1895, under the railroad law. By deed dated May 1, 1912, recorded July 15, 1912, in the office of the registrar of Westchester County, the lines operated by John Johnston, formerly New York City Railway Company, were conveyed to New York, Westchester and Connecticut Traction Company. Operations were continued until July 13, 1912, in name of John Johnston.

*Location of line:* Extends in various directions in the cities of Mount Vernon and New Rochelle; villages of Bronxville, Tuckahoe, and North Pelham; and town of Eastchester.

*Officers:* President, Frederick W. Whitridge; Vice-president, Edward A. Maher; Secretary, Shelton E. Martin; Treasurer, Alfred D. Sage.

*Main business office:* 2396 Third avenue, New York city.

#### **The Niagara Gorge Railroad Company**

*Organization:* Incorporated June 3, 1899, as a reorganization of The Niagara Falls and Lewiston Railroad Company, incorporated October 8, 1890, under the railroad law. The Niagara Falls and Whirlpool Railway Company, incorporated January 7, 1886, under the railroad law, was merged with The Niagara Falls and Lewiston Railroad Company January 7, 1891.

*Location of line:* Niagara Falls (trackage rights in Niagara Falls) to Lewiston; and Lewiston to Youngstown, leased line.

*Officers:* President, Joseph T. Jones; Vice-president, B. L. Jones; Secretary and Treasurer, Robert E. Powers.

*Main business office:* 38 West Falls street, Niagara Falls, N. Y.

#### *Lessor Company:*

**Lewiston and Youngstown Frontier Railway Company:** Incorporated August 29, 1895, under the railroad law. Capital stock owned by The Niagara Gorge Railroad Company; lease to same company dated April 1, 1907.

*Officers:* President, Joseph T. Jones; Vice-president, B. L. Jones; Secretary and Treasurer, Robert E. Powers.

*Corporate office:* 38 West Falls street, Niagara Falls, N. Y.

#### **North Jersey Rapid Transit Company**

*Organization:* Incorporated under an act concerning railroads of the State of New Jersey for the purpose of constructing and operating a railroad from a point on the east bank of the Passaic river opposite Broadway in the city of Paterson, and near Riverside Drive in the county of Bergen, New Jersey, to the New York-New Jersey state line in the village of Suffern, 14.52 miles. April 10, 1912, Henry H. Parmelec was appointed receiver of the North Jersey Rapid Transit Company by the Court of Chancery of the State of New Jersey. Operating by trackage right over line of Suffern Railway Company. North Jersey Rapid Transit Company, because of the insignificant nature of its operations in New York through its lease of Suffern Railway, has not been required to report to the Commission.

*Location of line:* Extends from a point on the New York-New Jersey state line on Orange avenue in the village of Suffern, at the terminus of the railroad line of North Jersey Rapid Transit Company, along Orange avenue to Lafayette avenue.

#### *Lessor Company:*

**Suffern Railway Company:** Incorporated September 1, 1910, under the railroad law.

*Officers:* President, Henry H. Wehrhane; Vice-President, R. D. Benson; Secretary, M. D. Evans; Treasurer, Frank Gledhill.

*Corporate office:* 96 Franklin street, New York city.

#### **The Northport Traction Company**

*Organization:* Incorporated August 27, 1901, under the railroad law.

*Location of line:* Extends from Northport (East station) to Northport Harbor.

*Officers:* President, Ralph Peters; Vice-president, C. L. Addison; Secretary, Frank E. Haff; Treasurer, J. F. Fahnestock.

*Main business office:* Broad Street Station, Philadelphia, Penna.

#### **Ogdensburg Street Railway Company**

*Organization:* Incorporated December 22, 1885, under the street surface railroad law.

*Location of line:* Extends in various directions in the city of Ogdensburg and immediate vicinity, and to New York State Hospital.

*Officers:* President and Treasurer, E. E. Hawkins; Secretary, R. E. Waterman.

*Main business office:* 1 Ford street, Ogdensburg, N. Y.

#### **The Orange County Traction Company**

*Organization:* Incorporated October 16, 1901, as a reorganization of The Newburgh Electric Railway Company, incorporated February 27, 1894, as a reorganization of Newburgh Street Railway Company, incorporated January 16, 1886. With The Newburgh Electric Railway Company, Newburgh and Orange Lake Railroad Company, incorporated May 4, 1894, and Walden and Orange Lake Railroad Company, incorporated October 15, 1894, were consolidated July 9, 1897.

*Location of line:* Extends in various directions in the city of Newburgh, northerly to Balmville, and westerly to Walden via Orange lake.



*Officers:* President, B. B. Odell, jr.; Vice-president, A. L. J. Miller; Secretary, W. G. Taggart; Treasurer, H. B. Odell.

*Main business office:* 244 Broadway, Newburgh, N. Y.

#### **Otsego and Herkimer Railroad Company**

*Organization:* Incorporated December 31, 1908, as a reorganization on a re-sale of Oneonta, Cooperstown and Richfield Springs Railway Company, incorporated September 10, 1887, under the railroad law, under the name of Oneonta and Otsego Valley Railroad Company, the name of which was changed to Oneonta, Cooperstown and Richfield Springs Railway Company by order of the Supreme Court dated November 7, 1900. Oneonta and Mohawk Valley Railroad Company was incorporated May 8, 1906, as a reorganization of Oneonta, Cooperstown and Richfield Springs Railway Company.

*Location of line:* Extends in various directions in the city of Oneonta, Otsego county; and to Mohawk, Herkimer county, via Laurens; Hartwick, Richfield Springs, and Jordanville, with branch to Cooperstown and connection to tracks of The Delaware and Hudson Company.

*Officers:* First Vice-president and Secretary, Louis F. Reed; Treasurer, H. R. Skirving.

*Main business office:* Cooperstown, N. Y.

#### **The Paul Smith's Electric Light and Power and Railroad Company**

*Organization:* Incorporated July 10, 1905, under the transportation corporations law, as The Paul Smith's Electric Light and Power Company; amended certificate filed under section 21 of the railroad law May 2, 1906, changing title to above. November 22, 1906, the Commission of Gas and Electricity consented that The Saranac Lake Light, Heat and Power Company, incorporated December 28, 1907, under the transportation corporations law, transfer its plant, property, and franchises to The Paul Smith's Electric Light and Power and Railroad Company.

*Location of line:* Extends from Lake Clear Junction to Paul Smith's.

*Officers:* President and Secretary, Paul Smith; Treasurer, Phelps Smith.

*Main business office:* 29 Main street, Saranac Lake, N. Y.

#### **Peekskill Lighting and Railroad Company**

*Organization:* Incorporated July 12, 1900, under the transportation corporations law, under the name of Peekskill Lighting Company; name changed to Peekskill Lighting and Railroad Company by the filing of an amended certificate of incorporation under section 21 of the railroad law August 31, 1900. The Peekskill Electric Light and Power Company, incorporated April 5, 1887, under the general manufacturing law of 1848 as amended, is said to have been merged with Peekskill Lighting Company July 18, 1900; Peekskill Gas Light Company, incorporated July 29, 1875, under the general manufacturing law of 1848, is said to have been merged with Peekskill Lighting Company August 18, 1900; and Peekskill Traction Company, incorporated April 15, 1898, under the railroad law, is said to have been merged September 1, 1900.

*Location of line:* Extends from New York Central and Hudson River Railroad depot, Peekskill, to Lake Mohegan, with branch to State Camp. Connecting with this branch is the Water Street branch (freight); also from South street, connecting with the main line to Verplanck.

*Officers:* President, F. A. Stratton; Vice-president, Stuart Wilder; Secretary, B. W. Stillwell; Treasurer, R. A. Carter.

*Main business office:* 127 Main street, Ossining, N. Y.

#### **Penn Yan & Lake Shore Railway**

*Organization:* Incorporated February 23, 1897, under the name of Penn Yan, Keuka Park and Branchport Railway, under the railroad law. August 30, 1913, name changed as above by order of Supreme Court, filed in office of Secretary of State July 30, 1913.

*Location of line:* Extends from Penn Yan to Branchport.

*Officers:* President, George E. Tylee; Vice-president, Clinton Hurlbutt; Secretary, William J. Tylee; Treasurer, W. H. Tylee.

*Main business office:* 115 Elm street, Penn Yan, N. Y.

#### **Plattsburgh Traction Company**

*Organization:* Incorporated May 27, 1896, under the railroad law.

*Location of line:* Bluff Point to south corporation line of Plattsburgh.

*Officers:* President, E. N. Sanderson; Vice-president, C. S. Sims; Secretary, W. H. Elder; Treasurer, H. F. Atherton.

*Main business office:* 3 Bridge street, Plattsburgh, N. Y.

#### **Port Jervis Traction Company**

*Organization:* Incorporated September 17, 1909, under the railroad law, taking title to the electric railroad and appurtenances of Port Jervis Electric Light, Power, Gas and Railroad Company, incorporated November 22, 1901, as The Port Jervis Electric Light, Power and Gas Company, under the transportation corporations law, as a consolidation of Port Jervis Light and Power Company, Deerpark Electric Light Company of Port Jervis, Limited, and The Port Jervis Gas Company, certificate under section 21 of the railroad law filed February 4, 1902, changing its name as above.

*Location of line:* Extends from Tri-States (Port Jervis) to Sparrowbush.

*Officers:* President, Edward E. Mandeville; Vice-president, George H. Stephenson; Secretary and Treasurer, Matthew F. Maury.

*Main business office:* 113 Pike street, Port Jervis, N. Y.

#### **Poughkeepsie City and Wappingers Falls Electric Railway Company**

*Organization:* Incorporated October 14, 1893, under the railroad law, filing of certificate legalized by special act passed March 22, 1894 (ch. 156). The Poughkeepsie City Railroad Company, incorporated by special act passed May 6, 1869 (ch. 654), and reorganized October 26, 1877, as City Rail Road Company of Poughkeepsie, was merged with Poughkeepsie City and Wappingers Falls Electric Railroad Company April 3, 1894. The Poughkeepsie and Wappingers Falls Street Surface Railroad Company, incorporated November 25, 1892, under the railroad law, was merged with Poughkeepsie City and Wappingers Falls Electric Railway Company October 28, 1893. South Avenue Surface Rail Road Company, incorporated November 3, 1890, under the street surface railroad law, was merged August 31, 1893, with The Poughkeepsie and Wappingers Falls Street Surface Railroad Company.

*Location of line:* Extends in various directions in the city of Poughkeepsie; and southerly to the town of Poughkeepsie, Vassar College (Main Street division), South Side division, and the village of Wappingers Falls. Leased line: Hospital branch: North street to Hudson River State Hospital (Central New England Railway Company).

*Officers:* President and Treasurer, Silas Hinkley; Vice-president and Secretary, Mary Hinkley.

*Main business office:* 489 Main street, Poughkeepsie, N. Y.

**Putnam and Westchester Traction Company**

*Organization:* Incorporated July 14, 1906, under the railroad law.

*Location of line:* Extends from Main and Division streets, Peekskill, northeasterly to or near the hamlet of Oregon.

*Officers:* President, O. G. Bennett; Vice-president, W. L. Stratton; Secretary and Treasurer, H. D. Swain.

*Main business office:* 167 Croton avenue, Ossining, N. Y.

**Rochester & Manitou Railroad Company**

*Organization:* Incorporated August 12, 1908, taking over the franchises and property of Rochester, Charlotte and Manitou Railroad Company, incorporated March 21, 1895, as a reorganization of The Grand View Beach Railroad Company, incorporated January 30, 1889, under the railroad law.

*Location of line:* On Beach avenue, Charlotte to Manitou Beach.

*Officers:* President, Henry W. Wedel; Vice-president, David Hyman; Secretary and Treasurer, Kendall B. Castle.

*Main business office:* 1230 Granite Building, Rochester, N. Y.

**Saint Lawrence International Electric Railroad & Land Company**

*Organization:* Incorporated February 19, 1900, as Saint Lawrence International Electric Company; amended certificate filed August 23, 1901, under section 21 of the railroad law, changing title as above.

*Location of line:* Extends from Alexandria Bay to Redwood.

*Officers:* President, Jacob Amos; Vice-president and Treasurer, B. B. Taggart; Secretary, Francis M. Hugo.

*Main business office:* Station Building, Market street, Alexandria Bay, N. Y.

**Schenectady Railway Company**

*Organization:* Incorporated February 12, 1895, as a reorganization of Schenectady Street Railway Company, incorporated February 25, 1886, under the street surface railroad law. Amended certificates (territory) filed April 30, 1902, and January 19, 1904; and (stock ownership) June 27, 1903.

*Location of line:* Extends in various directions in the city of Schenectady; and to Watervliet avenue, Albany, thence by trackage right to Broadway, Albany; to Third avenue, Watervliet, thence by trackage right to Union station, Troy; to Ballston Junction, thence by trackage right to Broadway, Saratoga Springs; to terminals Aqueduct and Rexford Flats; to connections with the Fonda, Johnstown and Gloversville railroad at Boston and Maine undercrossing; and the Scotia division (end of Mohawk and Ballston Avenue lines).

*Officers:* President, Horace E. Andrews; Vice-president, C. S. Sims; Secretary and Treasurer, James H. Aitkin.

*Main business office:* 204 Lafayette street, Schenectady, N. Y.

**Suffolk Traction Company**

*Organization:* Incorporated June 27, 1906, under the railroad law.

*Location of line:* Bluepoint line: Bay avenue, Patchogue, with branches to Patchogue, Holtsville, Echo (Port Jefferson line), and Bayport.

*Officers:* President, Thomas L. Hughes; Vice-president, John A. Potter; Secretary and Treasurer, J. H. Bennington.

*Main business office:* 230 West Main street, Patchogue, N. Y.

**Syracuse and South Bay Electric Railroad Company**

*Organization:* Incorporated March 11, 1907, under the railroad law.

*Location of line:* Syracuse, trackage to common center, to South Bay.

*Officers:* President, C. D. Beebe; First Vice-president, F. W. Roebbling; Secretary, H. C. Beatty; Treasurer, W. W. Foster.

*Main business office:* 500 Onondaga County Savings Bank Building, Syracuse, N. Y.

**Syracuse and Suburban Rail Road Company**

*Organization:* Incorporated June 29, 1895, under the railroad law.

*Location of line:* Main line: Syracuse to Edwards Falls; City line: City Line Junction to Seeley street; Jamesville branch: Orville Junction to Jamesville; Penitentiary branch: Dunlops Junction to Penitentiary; Trackage: Montgomery street to New York Central depot, Syracuse.

*Officers:* President, C. Loomis Allen; Vice-president, William P. Gannon; Secretary, Willis H. Michell; Treasurer, Alan C. Fobes.

*Main business office:* 502 Snow Building, Syracuse, N. Y.

**Syracuse, Watertown and Saint Lawrence River Railroad Company**

*Organization:* Incorporated April 28, 1911, under the railroad law. Commenced operations about November 2, 1912.

*Location of line:* Extends from Watertown Junction, on line of Syracuse and South Bay electric railroad, to Brewerton.

*Officers:* President, H. C. Beatty; Vice-president, W. C. Gray; Secretary, H. D. Brewster; Treasurer, W. W. Foster.

*Main business office:* 500 Onondaga County Savings Bank Building, Syracuse, N. Y.

**Troy and New England Railway Company**

*Organization:* Incorporated December 27, 1889, under the railroad law.

*Location of line:* Extends from city of Troy to Averill Park.

*Officers:* President, L. F. Loree; First Vice-president, C. S. Sims; Secretary, Wilson H. Elder; Treasurer, H. F. Atherton.

*Main business office:* 598 Broadway, Albany, N. Y.

**Union Railway Company of New York City**

*Organization:* Incorporated July 5, 1892, as a consolidation of Harlem Bridge, Morrisania and Fordham Railway Company, incorporated May 16, 1863 (further certificate filed July 1, 1863), under the railroad law, by authority of special act passed May 2, 1863 (ch. 361); The Melrose and West Morrisania Rail Road Company, incorporated August 19, 1886; and The North Third Avenue and Fleetwood Park Railroad Company, incorporated January 27, 1890. Reports to Public Service Commission, First District. A small portion of its line is within the jurisdiction of the Second District Commission.

*Location of line:* Track owned and leased 101.472 miles (including 1.727 miles track in car-houses) in the western half of the borough of the Bronx (except that the 5.121 miles leased are in the Second District), and three short branches extend over bridges into Manhattan; also operates under title equivalent to a lease the 22.938 miles of track owned by Bronx Traction Company, and 7.627 miles of track owned by the New York City Interborough



Railway Company. The first item includes 0.724 mile of track held under a joint or common title. The New York City Interborough Railway Company has franchise rights in streets in which this company is the sole owner of 2,059 miles of track, all of which is included in the foregoing. Trackage: Exercises trackage rights over 5,936 miles of track of other companies, of which 1,969 miles are in the Second District, located in the city of Mount Vernon. Operates over 5.121 miles of track of the Yonkers railroad under title equivalent to a lease.

*Summary of Mileage:*

	<i>Total</i>	<i>First District</i>	<i>Second District</i>
Length of line (first track).....	48.83	46.30	2.53
Length of other track.....	52.64	50.05	2.59
Totals . . . . .	101.47	96.35	5.12
Trackage . . . . .	5.94	3.97	1.97

*Note:* Data from latest report of Public Service Commission, First District.

*Officers:* President, Frederick W. Whitridge; Vice-president, Edward A. Maher; Secretary, Reune Martin; Treasurer, Alfred D. Sage.

*Main business office:* 2396 Third avenue, Manhattan, New York city.

**United Traction Company**

*Organization:* Incorporated December 30, 1899, as a consolidation of The Albany Railway, incorporated September 14, 1863, under the railroad law; Troy City Railway Company, incorporated January 31, 1866, under the name Troy and Albany Horse Rail Road Company, under the railroad law, the name changed by order of the Supreme Court dated June 20, 1891, to Troy City Railway Company; and The Watervliet Turnpike and Railroad Company, incorporated under the name The Watervliet Turnpike Company by special act passed March 31, 1828 (ch. 141), and name changed to The Watervliet Turnpike and Railroad Company by special act passed April 15, 1862 (ch. 233, sec. 13). The Troy and Lansingburgh Rail-Road Company, incorporated September 6, 1860, under the railroad law, surrendered its capital stock and was merged into Troy City Railway Company, December 28, 1893 (further certificate filed January 25, 1894). See L. 1851, ch. 295; and 1873, ch. 812.

*Location of line:* Extends in various directions in and connects the cities of Albany, Troy, Rensselaer, Watervliet, and Cohoes; and to the incorporated village of Waterford, Saratoga county.

*Officers:* President, L. F. Loree; Vice-president, C. S. Sims; Secretary, W. H. Elder; Treasurer, H. F. Atherton.

*Main business office:* 598 Broadway, Albany, N. Y.

*Lessor Companies:*

**The Capitol Railway:** Incorporated May 4, 1891, under the railroad law. Lease dated September 9, 1891, acquired from The Albany Railway on consolidation.

*Officers:* President, L. F. Loree; First Vice-president, C. S. Sims; Secretary, W. H. Elder; Treasurer, H. F. Atherton.

*Corporate office:* 598 Broadway, Albany, N. Y.

**Cohoes Railway Company:** Incorporated April 23, 1904, as a reorganization of The Cohoes City Railway Company, incorporated July 30, 1894, under the railroad law. Lease dated December 17, 1904.

*Officers:* President, L. F. Loree; First Vice-president, C. S. Sims; Secretary, W. H. Elder; Treasurer, H. F. Atherton.

*Corporate office:* 598 Broadway, Albany, N. Y.

**The Lansingburgh and Cohoes Railroad Company:** Incorporated March 8, 1880, under the railroad law. Leased May 14, 1880, to The Troy and Lansingburgh Rail-Road Company, Troy City Railway Company successor.

*Officers:* President, James O'Neil; Vice-president, Charles Clemenshaw; Secretary and Treasurer, Joseph J. Hagen.

*Corporate office:* Boardman Building, Fulton and River streets, Troy, N. Y.

**The Troy and Cohoes Rail Road Company:** Incorporated February 11, 1862, under the railroad law. Leased October 28, 1861, to The Troy and Lansingburgh Rail-Road Company, Troy City Railway Company successor.

*Officers:* President, Thomas Vail; Vice-president, Charles Clemenshaw; Secretary and Treasurer, Joseph J. Hagen.

*Corporate office:* Boardman Building, Fulton and River streets, Troy, N. Y.

**Waterford and Cohoes Railroad Company:** Incorporated February 10, 1883, under the railroad law. Leased May 29, 1889, to The Troy and Lansingburgh Rail-Road Company, Troy City Railway Company successor.

*Officers:* President, L. F. Loree; Vice-president, C. S. Sims; Secretary, J. J. Hagen; Treasurer, H. F. Atherton.

*Corporate office:* 598 Broadway, Albany, N. Y.

**Wallkill Transit Company**

*Organization:* Incorporated March 30, 1905, as a reorganization of Middletown-Goshen Electric Railway Company, incorporated October 20, 1899, as a reorganization of Middletown-Goshen Traction Company, incorporated June 22, 1895, as a consolidation of Middletown-Goshen Traction Company, incorporated June 10, 1893, under the railroad law, and Middletown-Bloomingsburgh Electric Railway Company, incorporated April 10, 1895, under the railroad law.

*Location of line:* In city of Middletown, and extends to Goshen.

*Officers:* President, D. C. McMonagle; Vice-president, C. A. Kunkel; Secretary, John Fox Weiss; Treasurer, W. M. Ogelsby.

*Main business office:* Franklin Square, Middletown, N. Y.

**Warren and Jamestown Street Railway Company**

*Organization:* Incorporated July 9, 1902, under the name Warren and Jamestown Electric Railroad Company, under the railroad law of New York, and consolidated and merged March 7, 1904, with The Warren and Jamestown Electric Street Railway Company, incorporated under the laws of Pennsylvania May 20, 1902, under the name of Warren and Jamestown Street Railway Company.

*Location of line:* Extends from Jamestown via Frewsburg to Warren, Penna., with trackage in Warren (Warren Street Railway Company).

*Officers:* President, D. H. Siggins; Vice-president, H. M. Preston; Secretary and Treasurer, Sam Q. Smith.

*Main business office:* Corner Liberty street and Pennsylvania avenue, Warren, Penna.

**The Waverly, Sayre and Athens Traction Company**

*Organization:* Incorporated December 19, 1894, as a consolidation under the railroad law of New York, and act of Pennsylvania of March 24, 1864, of The Susquehanna Valley Electric Traction Company, incorporated January 11, 1893, under the railroad law of New York, and The Waverly, Sayre and Athens Electric Traction Company, incorporated by letters patent of Pennsylvania issued January 23, 1893, under act of May 14, 1889 (P. L. 211).

*Location of line:* Extends in various directions in the village of Waverly, and to Sayre, Penna., and Athens, Penna.

*Officers:* President, G. T. Rogers; Vice-president, G. W. Dunn; Secretary and Treasurer, H. Tracy Rogers.

*Main business office:* 242 Broad street, Waverly, N. Y.

**The Westchester Electric Railroad Company**

*Organization:* Incorporated March 27, 1891, under the street surface railroad law. June 2, 1893, The Mount Vernon and Eastchester Railway Company, incorporated November 14, 1887, as a reorganization of Mount Vernon and East Chester Rail Road Company, incorporated

August 12, 1885, and The New Rochelle Railway and Transit Company, incorporated September 12, 1890, as a reorganization of New Rochelle and Pelham Railway Company, incorporated August 22, 1885, and New Rochelle Street Horse Railroad Company, incorporated September 25, 1885 (also merged June 29, 1888, with above named New Rochelle and Pelham Railway Company), were merged with The Westchester Electric Railroad Company. J. Addison Young was appointed receiver January 18, 1908, by order of the Supreme Court, Westchester County; receivership terminated by order dated July 6, 1912.

*Location of line:* Extends in various directions in the cities of Mount Vernon and New Rochelle; and to New York city, Bronx; towns of Eastchester, Pelham, and Mamaroneck; and villages of Bronxville, Tuckahoe, Pelham, Pelham Manor, and North Pelham.

*Officers:* President, F. W. Whitridge; Vice-president, E. H. Maher; Secretary, F. J. Fuller; Treasurer, A. D. Sage.

*Main business office:* 2396 Third avenue, New York city.

#### **The Westchester Street Railroad Company**

*Organization:* Incorporated December 1, 1909, as a reorganization of Tarrytown, White Plains and Mamaroneck Railway Company, incorporated May 4, 1892, under the name of The New York, Elmsford and White Plains Railway Company (amended certificate filed September 6, 1894); name changed by order of the Supreme Court dated January 29, 1898, as above.

*Location of line:* Extends from White Plains to Tarrytown, Mamaroneck, Mount Vernon, and Larchmont, with line Fair Grounds to Mount Calvary Cemetery (White Plains); also North Street line, Westchester avenue to village line White Plains; also Silver Lake line, from Mamaroneck and Railroad avenues to Silver Lake casino.

*Officers:* President, Howard Elliott; Vice-president, L. S. Storrs; Secretary, A. E. Clark; Treasurer, A. S. May.

*Main business office:* 70 Central avenue, White Plains, N. Y.

#### *Lessor Company:*

**Shore Line Electric Railroad Company:** Incorporated December 18, 1909, as a reorganization (in part) of Tarrytown, White Plains and Mamaroneck Railway Company (Parcel No. 3 at sale November 5, 1909). Leased to The Westchester Street Railroad Company July 1, 1913.

*Officers:* President, L. S. Storrs; Secretary, A. E. Clark; Treasurer, A. S. May.

*Corporate office:* 129 Church street, New Haven, Conn.

#### **Western New York and Pennsylvania Traction Company**

*Organization:* Incorporated November 16, 1906, as a consolidation under the laws of New York of The Olean

Street Railway Company, incorporated April 12, 1880, under the railroad law of New York, and Bradford Street Railroad Company, incorporated June 18, 1906, under the laws of Pennsylvania, as a reorganization of Bradford Electric Street Railway Company, incorporated under the laws of Pennsylvania. Rock City Railroad Company, incorporated July 14, 1906, as a reorganization of Olean, Rock City and Bradford Railroad Company, incorporated July 2, 1897, under the laws of New York, as a consolidation of Olean, Rock City and Bradford Railroad Company, organized under the laws of Pennsylvania, and a corporation of the same name incorporated February 26, 1897, under the laws of New York; was consolidated November 12, 1906, with The Olean Street Railway Company, under the name of the latter.

*Location of line:* Extends from Olean, Cattaraugus county, easterly to Bolivar, Allegany county, westerly to Salamanca and Little Valley, Cattaraugus county, and southerly to state line (Rock City division); also Seneca Junction, Cattaraugus county, to state line (Bradford-Carrollton division); there are local lines not included in the above in Olean and Salamanca. In Pennsylvania, the Rock City division extends to Bradford, and the Bradford-Carrollton division to Clarkdale; the Shingle House branch extends from state line to Shingle House, Penna.; there is also a line from Bradford to Lewis Run, and local lines in Bradford.

*Officers:* President, Wilson R. Page; Vice-president, Joseph B. Mayer; Secretary, James P. Quigley; Treasurer, Joseph B. Mayer.

*Main business office:* 142 North Union street, Olean, N. Y.

#### **The Yonkers Railroad Company**

*Organization:* Incorporated January 7, 1886, under the street surface railroad law. With the Yonkers Railroad Company, The North and South Electric Railway Company, incorporated July 9, 1894, and Yonkers and Tarrytown Electric Railroad Company, incorporated February 24, 1896, were consolidated April 1, 1896, under the name The Yonkers Railroad Company. Leslie Sutherland was appointed permanent receiver May 5, 1909, by order of the Supreme Court, Westchester County; receivership terminated by order dated July 6, 1912.

*Location of line:* Extends in various directions in the city of Yonkers; and to Hastings, Tuckahoe, Mount Vernon, and 242nd street, New York city (trackage).

*Officers:* President, F. W. Whitridge; Vice-president, Leslie Sutherland; Secretary, F. J. Fuller; Treasurer, A. D. Sage.

*Main business office:* 2396 Third avenue, New York city.



## INCHOATE AND DORMANT CORPORATIONS

## Forest Park Railway Company

Incorporated December 18, 1902. Road is projected to extend from Brunswick, Rensselaer county, to city of Rensselaer, and in cities of Troy and Rensselaer, a distance of 14 miles. No road has been constructed, but preliminary surveys have been made. Its capital stock of \$2000 is held by United Traction Company.

*Officers:* President, L. F. Loree; Vice-president, C. S. Sims; Secretary, Wilson H. Elder; Treasurer, H. F. Atherton.

*Main business office:* 83 Third street, Troy, N. Y.

## Frontier Electric Railway Company

Incorporated August 4, 1906. Road is projected to extend from Buffalo to Niagara Falls via Tonawanda and North Tonawanda, a distance of 24 miles. A certificate of public convenience and a necessity was granted to it by the Board of Railroad Commissioners. The stockholders, under date of November 16, 1906, consented to the increase of capital stock to 15,000 shares of \$100 par value each, but only 250 shares had been issued to June 30, 1914. They also consented to the execution and delivery of a mortgage upon all the corporation's property and franchises acquired at date of such mortgage or thereafter to be acquired, to secure the payment of bonds to the amount of \$2,000,000, to bear interest at 5 per cent per annum. No bonds had been issued under this mortgage up to June 30, 1914. An option on the right of way formerly owned by Buffalo, Thousand Islands and Portland Railroad Company between said cities has been acquired, and the work of completing said right of way and obtaining necessary municipal consents is reported to have been actively conducted. The balance sheet of June 30, 1914, shows—

<i>Assets Side:</i>	
Cash . . . . .	\$370
Road and equipment:	
Organization . . . . .	\$11,616
Right of way . . . . .	249,753
Engineering and superintendence . . . . .	6,305
	<u>267,674</u>
	\$268,044
<i>Liabilities Side:</i>	
Common stock . . . . .	\$25,000
Miscellaneous accounts payable . . . . .	238,706
Corporate surplus . . . . .	4,338
	<u>\$268,044</u>

*Officers:* President, H. T. Ramsdell; Vice-president, James S. Simmons; Secretary, Samuel Ellis; Treasurer, Walter Aspinwall.

*Main business office:* 272 Main street, Buffalo, N. Y.

## Geneva, Phelps and Newark Railroad Company

Incorporated November 25, 1905. Road is projected to extend from Geneva to Newark via Phelps, a distance of 15 miles. The Board of Railroad Commissioners granted a certificate of public convenience and a necessity March 21, 1906, and January 17, 1907, authorized a mortgage for not to exceed \$550,000. The report states that financial arrangements for construction were practically completed in the Fall of 1907, when the panic came on, and since that time nothing has been done. The balance sheet of June 30, 1914, shows—

<i>Assets Side:</i>	
Cash . . . . .	\$18,842
<i>Liabilities Side:</i>	
Miscellaneous unfunded debt . . . . .	\$3,842
Capital stock . . . . .	15,000
	<u>\$18,842</u>

*Officers:* President, Edward H. Palmer; Secretary, Lansing G. Hoskins; Treasurer, Thomas H. Chew.

*Main business office:* 541 Exchange street, Geneva, N. Y.

## Hornell and Dansville Railroad Company

Incorporated May 15, 1907. Road is projected to extend from Burns, Allegany county, to Dansville, Livingston county, N. Y., a distance of about 10 miles. May 15, 1907, a certificate of

public convenience and a necessity was granted by the Board of Railroad Commissioners. There has been considerable litigation over rights of way. The company reports that within five years after filing its certificate of incorporation it had begun construction and spent 10 per cent or more of its authorized capital for that purpose. The balance sheet June 30, 1914, shows—

<i>Assets Side:</i>	
Cash . . . . .	\$150
Materials and supplies . . . . .	2,300
Road and equipment:	
Organization . . . . .	\$1,404
Right of way . . . . .	7,350
Engineering and superintendence . . . . .	4,170
Miscellaneous construction expenditures . . . . .	225
	<u>13,149</u>
	\$15,599
<i>Liabilities Side:</i>	
Miscellaneous unfunded debt . . . . .	\$3,099
Capital stock . . . . .	12,500
	<u>\$15,599</u>

*Officers:* President, Horace Barnard; Vice-president, Frederick E. Haight; Secretary and Treasurer, T. F. Humphrey.

*Main business office:* 22 William street, New York city.

## Hornell-Bath Interurban Railroad Company

Incorporated July 22, 1909. Road is projected to extend from Hornell to Bath via Fremont, Howard, and Avoca, a distance of 23 miles, being the uncontested portion of the projected line of Hornell, Bath and Lake Keuka Railway Company abandoned by the latter after continued litigation. The Public Service Commission, Second District, December 23, 1909, granted a certificate of public convenience and a necessity, and approved the exercise by the company of its franchises and rights. December 28, 1909, the Commission authorized the issue of \$250,000 capital stock, and \$450,000 forty-year 5 per cent gold bonds secured by mortgage; an additional issue of \$195,000 bonds was authorized June 31, 1910. The report for year ended June 30, 1914, shows that of its authorized capital stock \$25,000 has been issued and is outstanding. Construction has not been commenced.

*Officers:* President, J. F. Turk; Vice-president, W. H. Greenhou; Secretary, Clyde E. Shults; Treasurer, J. N. Nicholson.

*Main business office:* 102 Main street, Hornell, N. Y.

## Ithaca-Cortland Traction Company

Incorporated June 27, 1903. Road is projected to extend from Ithaca to Cortland via Dryden and Freeville, a distance of 22 miles. The Board of Railroad Commissioners, December 2, 1903, granted a certificate of public convenience and a necessity which was sustained on appeal taken to the courts by Lehigh Valley Railroad Company. Municipal grants of franchises were issued in 1904 by the Townships of Ithaca, Dryden, Gorton, Cortlandville; and the Villages of Freeville and Dryden. Proposed crossings at various points have been contested by Lehigh Valley Railroad Company, and some of these are still in litigation. Effective May 21, 1913, the time in which to complete the road was extended by legislative enactment to June 30, 1915. October 14, 1913, Edward G. Wyckoff and George E. Monroe were appointed receivers of the property. The balance sheet June 30, 1914, shows—

<i>Assets Side:</i>	
Road and equipment . . . . .	\$83,596
Cash . . . . .	4
Deferred assets . . . . .	9,263
	<u>\$92,863</u>
<i>Liabilities Side:</i>	
Capital stock:	
Common . . . . .	\$67,800
Preferred . . . . .	9,000
Accounts payable . . . . .	1,876
Miscellaneous unfunded debt . . . . .	14,191
	<u>\$92,863</u>

\* So reported, though not the sum of the items given.

The expenditures for road and equipment to June 30, 1914, are as follows:

Organization . . . . .	\$18,507
Right of way . . . . .	7,554
Roadway and electric line . . . . .	6,990
Engineering and superintendence . . . . .	15,492
Law expenditures . . . . .	638
Miscellaneous construction expenditures . . . . .	26,009
Interest during construction . . . . .	7,117

\* \$82,307

\* So reported, though not the amount given on the balance sheet.

*Officers:* President, Paul K. Clymer; Vice-president, H. L. Chandler; Secretary and Treasurer, Seymour S. Preston.

*Main business office:* 120 East State street, Ithaca, N. Y.

#### Liberty and Callicoon Railroad Corporation

Incorporated in 1912. Road is projected to extend from Liberty to Callicoon, Sullivan county, via Jeffersonville. "This corporation was organized to take over the franchise and assets of the Liberty and Jeffersonville Railroad project. Certain steps were initiated but owing to legal entanglements and the condition of the times it was found necessary to abandon the steps taken before they were completed, and the company accordingly stands without having accomplished anything. It has no property, and it has no debts and no stock or securities of any nature outstanding. Certain moneys were received by the corporation for stock under an agreement which was found to be illegal, and the proceeding was therefore abrogated and the money refunded."

*Officers:* President, Lowell H. Brown; Treasurer, W. P. Craig.

*Main business office:* East Orange, N. J.

#### Little Falls and Johnstown Railroad Company

Incorporated April 8, 1911. Road is projected to extend from Little Falls to Johnstown via St. Johnsville, with branch to Canajoharie, a distance of 36 miles. Preliminary surveys have been made and line located. A certificate of public convenience and a necessity was granted by the Public Service Commission, Second District, July 8, 1912. June 30, 1914, an application for authority to issue securities was pending before the Commission.

*Officers:* President, J. Ledlie Hees; Vice-President, J. J. Gilbert; Secretary and Treasurer, A. J. Baker.

*Main business office:* 110 West Main street, Johnstown, N. Y.

#### Malone, Fort Covington and Hopkins Point Railway Company

From reports and correspondence on file it appears that this corporation is practically defunct, and until a different condition is found reports will not be required.

#### Rochester Corning Elmira Traction Company

Incorporated July 27, 1906. Road is projected to extend from Rochester to Elmira via Dansville, a distance of 120 miles. By order of Supreme Court dated March 5, 1907, the Board of Railroad Commissioners was directed to grant a certificate of public convenience and a necessity which had theretofore been refused; the certificate was accordingly granted and filed March 22, 1907. April 10, 1907, the company filed a certificate for a branch road from Dansville to Hornell. August 6, 1907, it applied to the Public Service Commission, Second District, for authority to execute a mortgage and issue bonds to the amount of \$8,000,000, and to issue \$4,000,000 stock. Consent and authorization were conditionally granted for a mortgage of not to exceed \$6,000,000 and the issue of \$4,210,000 bonds thereunder, and \$3,880,000 stock. Supplemental orders dated July 28, 1908, and September 22, 1908, authorized the issue under modified conditions of \$380,000 stock, of which \$271,400 is reported to have been issued; and \$1,000,000 bonds, none of which have yet been sold. In connection with a judgment in favor of William C. Gray for \$34,620, a temporary receiver was appointed July 18, 1912; and William C. Gray was appointed permanent receiver September 30, 1912. The company has no cash or tangible assets, nor are any expenditures for construction of road reported.

*Officers:* President, John Hofman; Secretary, L. H. Whitbeck; Treasurer, S. B. Williams.

*Main business office:* 77 Main street, West, Rochester, N. Y.

#### Troy, Rensselaer and Pittsfield Railroad Company

Incorporated April 27, 1901. Road is projected to extend from Troy to state line, in Columbia county, via Rensselaer, a distance of 35 miles. Certificate of public convenience and a necessity was granted by the Board of Railroad Commissioners July 15, 1901, later affirmed by the Appellate Division of the Supreme Court upon review at the instance of other interested railroads. By chapter 252, laws of 1906, time to commence construction was

extended two years. By chapter 81, laws of 1911, the time within which road would be required to be finished was extended to May 1, 1914. An action was commenced against the company before the Supreme Court, Rensselaer County, and judgment in sequestration and order of the court appointing Gilbert V. Schenck, receiver, are reported entered in the office of the Clerk of Rensselaer County April 26, 1911. The balance sheet June 30, 1914, shows—

#### Assets Side:

Road and equipment:	
Preliminary construction and survey . . . . .	\$33,999
Organization . . . . .	13,389
Right of way . . . . .	600
Roadway and electric line . . . . .	26,330
Engineering and superintendence . . . . .	4,350
Miscellaneous general expenditures . . . . .	2,244
Unassigned by accounts . . . . .	204

\$81,116

Cash . . . . . 102

\$81,218

#### Liabilities Side:

Capital stock . . . . .	\$35,000
Miscellaneous unfunded debt . . . . .	44,694
Surplus . . . . .	1,523

\$81,217

*Officers:* President, A. W. Paige; Vice-president, M. J. Warner; Secretary, J. A. Burne; Treasurer, J. F. Kelley.

*Main business office:* 30 Church street, New York city.

#### Utica Southern Railroad Company

Incorporated January 7, 1907. Road was originally projected to extend from Clinton, N. Y., to Hamilton, with a branch to Waterville, a distance of 26 miles, 20 miles of which would be on private right of way owned by the company. Later the charter was amended, and the Public Service Commission, Second District, granted permission to extend the line from Hamilton to Norwich, N. Y. The right of way is held by private individuals and has not yet been transferred. Approximately one mile of road has been graded. The corporation reports that it has entered into a contract for the construction and equipment of the road as originally projected. The Board of Railroad Commissioners had authorized the issue of \$600,000 common stock, and \$780,000 bonds secured by mortgage; later the Public Service Commission, Second District, authorized a mortgage upon the entire property for \$2,500,000 and the issue thereunder of \$628,000 additional bonds, a total authorized issue of \$1,408,000; it also authorized the issue of \$1,400,000 preferred stock. The report for year ended June 30, 1914, indicates that no part of the bonds and preferred stock has been issued, and of the common stock \$33,700 par value has been issued and is outstanding. No construction during the year is reported.

*Officers:* President, George W. Sanborn; Vice-president, A. M. Smith; Secretary, E. H. Risley; Treasurer, Fred G. Mott.

*Main business office:* 222 Arcade, Genesee street, Utica, N. Y.

#### Whitehall and Granville Railroad Company

Incorporated September 11, 1900. Road is projected to extend from Whitehall to West Pawlet via Granville, a distance of 22 miles. Certificate under section 69 granted April 4, 1901. Capital stock reduced to \$400,000 September 11, 1911. About 9 miles were graded in 1901, under contract with Dispatch Construction Company of Chicago, which company later failed, and no work appears to have been done since. The balance sheet June 30, 1914, shows—

#### Assets Side:

Road and equipment:	
Organization . . . . .	\$2,200
Right of way . . . . .	3,071
Other street railroad land . . . . .	23,094
Unassigned by accounts . . . . .	*14,000

\$42,365

#### Liabilities Side:

Capital stock . . . . .	\$25,200
Subscriptions for bonds . . . . .	3,165
Claim of assignees of Dispatch Construction Co. . . . .	14,000

\$42,365

\* Apparently represents grading, etc., done by Construction company under contract.

*Officers:* President, E. J. Gray; Vice-president, E. R. Norton; Secretary, Charles I. Baker; Treasurer, Daniel D. Woodard.

*Main business office:* 5 North street, Granville, N. Y.





## OPERATING ELECTRIC RAILROAD CORPORATIONS

The figures following the name give the order in which the corporation appears in the tables:

Adirondack Lakes' Traction Company, The.....	67	Nassau County Railway Company.....	58
Albany Southern Railroad Company.....	20	New Paltz, Highland and Poughkeepsie Traction Company.....	48
Auburn and Syracuse Electric Railroad Company.....	14	New York and Stamford Railway Company.....	17
Babylon Railroad Company.....	64	New York State Railways.....	1
Berks' Fire Street Railway Company.....	7	New York, Westchester and Boston Railway Company.....	16
Binghamton Railway Company.....	12	New York, Westchester and Connecticut Traction Company.....	55
Black River Traction Company, The.....	32	Niagara Gorge Railroad Company, The.....	23
Buffalo and Depew Railway Company.....	57	Northport Traction Company, The.....	65
Buffalo and Lake Erie Traction Company.....	6	Ogdensburg Street Railway Company.....	46
Buffalo and Williamsville Electric Railway Company, The.....	45	Orange County Traction Company, The.....	25
Buffalo, Lockport and Rochester Railway Company.....	15	Otsego and Herkimer Railroad Company.....	21
Buffalo Southern Railway Company, The.....	36	Paul Smith's Electric Light and Power and Railroad Company, The.....	66
Catskill Traction Company.....	60	Peekskill Lighting and Railroad Company.....	40
Chautauqua Traction Company, The.....	26	Penn Yan & Lake Shore Railway.....	56
Corning and Painted Post Street Railway.....	41	Plattsburgh Traction Company.....	49
Cortland County Traction Company, The.....	37	Port Jervis Traction Company.....	54
Eastern New York Railroad Company.....	50	Poughkeepsie City and Wappingers Falls Electric Railway Company.....	24
Elmira and Seneca Lake Traction Company.....	39	Putnam and Westchester Traction Company.....	62
Elmira, Corning and Waverly Railway.....	27	Rochester & Manitou Railroad Company.....	51
Elmira Water, Light and Railroad Company.....	18	Saint Lawrence International Electric Railroad & Land Company.....	59
Empire United Railways, Incorporated.....	4	Schenectady Railway Company.....	5
Fishkill Electric Railway Company, The.....	43	Suffolk Traction Company.....	63
Fonda, Johnstown and Gloversville Railroad Company <sup>1</sup> .....	10	Syracuse and South Bay Electric Railroad Company.....	35
Geneva, Seneca Falls and Auburn Railroad Company, Incorporated.....	33	Syracuse and Suburban Rail Road Company.....	30
Glen Cove Rail Road Company, The.....	53	Syracuse, Watertown and Saint Lawrence River Railroad Company.....	60
Hornell Traction Company.....	42	Troy and New England Railway Company.....	47
Hudson River and Eastern Traction Company.....	52	United Traction Company.....	3
Hudson Valley Railway Company.....	8	Wallkill Transit Company.....	38
Huntington Railroad Company.....	44	Warren and Jamestown Street Railway Company.....	31
International Railway Company.....	2	Waverly, Sayre and Athens Traction Company, The.....	34
Ithaca Street Railway Company (Receiver's operations).....	29a	Westchester Electric Railroad Company, The.....	11
Ithaca Traction Corporation.....	29b	Westchester Street Railroad Company, The.....	22
Jamestown Street Railway Company.....	19	Western New York and Pennsylvania Traction Company.....	13
Kingston Consolidated Railroad Company.....	28	Yonkers Railroad Company, The.....	9
Lima-Honeoye Light and Railroad Company.....	68		

<sup>1</sup> Fonda, Johnstown and Gloversville Railroad Company operates a steam railroad and an electric railroad. Its report of corporate and fiscal affairs is rendered as of a steam railroad corporation, and tabulations thereof are included with those of steam railroad corporations. It also reports as an electric railroad corporation, and is included in the following tables in respect of electric railroad mileage (Tables 207a and 207b), electric railroad car equipment (Table 208), electric railroad operating revenues (Table 209), electric railroad operating expenses (Table 210), statistics of electric railroad operations (Table 211), and grade crossings and crossing protection (Table 213).

Returns not tabulated; see statement Organization, etc.

Batavia Traction Company, Incorporated  
Freeport Railroad Company  
Geneva and Auburn Railway Company

Great South Bay Ferry Company, The  
Mount Beacon-on-Hudson Hotel Company  
Penn Yan, Keuka Park and Branchport Railway



TABLE 201: BALANCE SHEET, OPERATING ELECTRIC

The figures given are for the corporation as a whole; they are not segregated according to state lines. The corporations operating both within and without and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre Figures in *italics* denote *credit balances* on the assets side or *debit balances* on the liabilities side. The corporations are named in the order of their average revenues from street and interurban railroad operations during the year ended June 30, 1914; for

L. No.	New York State Railways 1	International 2	United Traction 3	Empire United Railways, Inc. 4	Schenectady 5	Buffalo & Lake Erie Traction 6	Berkshire Street 7	Hudson Valley 8	Yonkers 9	L. No.
	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	210,006	418,436	99,564	640,696	45,253	228,021	53,533	61,318	31,049	1
2	109,648	238,855	2,271,401	65,278	28,930	131,746	139,659	216,454	20,931	2
3	417,780	361,693	161,316	20,000	87,367	39,710	129,872	45,089	45,089	3
4	2,402,553	152,350	7,529,448	20,000	9,600	1,161,900	458,161	458,161	458,161	4
5	46,722,609	38,796,894	11,383,498	20,435,148	7,099,440	15,191,299	6,623,550	9,598,459	3,748,292	5
6	1,106,823	2,130,580	427,319	316,764	13,427	230,051	3,592,488	793,159	111,856	6
7				39,787		840,577	241,422	612,058	513,571	7
8										8
9	50,969,419	42,098,809	21,872,546	21,517,673	7,284,018	17,691,558	10,782,397	11,169,481	4,470,787	9
10	4,263,009	1,266,439	2,608,836	502,489	462,614	1,400,586	3,587,505	2,910,612	2,404,537	10
11	21,069,000	22,092,500	6,500,000	9,395,125	2,000,000	8,989,000	1,700,000	5,278,000	1,000,000	11
12	3,675									12
13	586,917	1,578,532				93,529			60,000	13
14	64,991	255,208	335,220	20,039	23,000	54,344	96,793	2,569		14
15	23,809,500	16,707,500	12,500,000	11,600,000	4,100,000	7,154,100	5,399,100	8,297,800	1,000,000	15
16									6,250	16
17	1,181,328	198,630	298,930		698,403					17

<sup>1</sup> Includes expenditures on road and equipment of leased lines. <sup>2</sup> Company equalizes expense of accidents and damages over the calendar year, which is its fiscal year, by means of monthly charges on some estimated basis. This is finally adjusted during December to actual liabilities incurred for the year. The expense for accidents and damages to June 30, 1914, had exceeded the accruals by \$37,031, causing a debit balance of that amount in "Casualty and insurance reserve" and a net debit balance of \$35,220 in "Other reserves".  
<sup>3</sup> Includes \$1116 expenditures on road and equipment of leased lines. <sup>4</sup> Includes \$2644 expenditures on road and equipment of leased lines. <sup>5</sup> Includes \$3,553,858 "Construction work in progress, owned lines". <sup>6</sup> \$55,673

claimed by respondent to be a net adjustment for interest during prior periods of construction not previously taken into capital accounts has been credited to surplus on the company's books and charged to capital. This transaction has been questioned by the Commission's examiners as contrary to the provisions of the Commission's Uniform System of Accounts for Street Railroads, and in the absence of a satisfactory explanation it is disregarded in the preparation of these abstracts so that the fixed capital shown is less and the corporate deficit greater by \$55,673 than the corresponding figures on the company's books and in its reports. <sup>7</sup> Includes \$87,663 "Construction work in progress, owned lines". <sup>8</sup> Includes \$7600 "Stock of underlying companies".

TABLE 202: INCOME AND PROFIT AND LOSS STATEMENT, OPERATING

See explanatory note under heading of Table 201.

L. No.	New York State Railways 1	International 2	United Traction 3	Empire United Railways, Inc. 4	Schenectady 5	Buffalo & Lake Erie Traction 6	Berkshire Street 7	Hudson Valley 8	Yonkers 9	L. No.
	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	7,802,158	6,783,970	2,547,771	1,388,253	1,378,239	1,233,056	994,467	907,387	717,153	1
2	4,796,657	4,005,138	1,672,335	847,302	866,002	834,472	810,100	556,962	553,016	2
3	3,005,501	2,778,833	875,436	540,951	512,238	398,584	184,367	350,425	164,137	3
4	503,357	403,561	219,411	61,991	70,839	61,924	53,134	38,868	33,336	4
5	2,502,144	2,375,271	656,025	478,960	441,379	336,660	131,232	311,557	130,801	5
6	2,056									6
7	2,504,200	2,375,271	656,025	478,960	441,379	336,660	131,232	311,557	130,801	7
8				4,800	2,993					8
9	5,150	19,001	840	971	3,766		649	33		9
10	7,359	15,873	235,747	36,042	403	4,724	1,732	3,309	1,936	10
11	152,089		10,849		300	3,406				11
12	6,306		2,513	1,155	172					12
13	170,905	34,875	249,949	42,967	7,634	8,130	2,381	3,342	1,936	13
14	5,061	1,926	696		4,739		32			14
15	165,843	32,949	249,253	42,967	2,895	8,130	2,349	3,342	1,936	15
16	2,670,044	2,408,220	905,278	521,927	444,274	344,790	133,582	314,899	132,737	16
17	905,610	1,083,128	314,767	475,486	90,000	445,030	79,000	116,020	50,000	17
18	242,136	18,025	97,646	7,508	13,949	22,640	64,857	124,233	51,288	18
19	66,275	15,667	15,245			50,701	42,300	1,802		19
20	76,814	22,250	64,257	55,837	1,175	93,068	1,343	65,835	58,544	20
21		100,644								21
22							18,528			22
23	14,541	30,353		13,495		3,154	60			23
24	1,305,376	1,270,066	491,915	552,327	105,124	614,592	206,088	304,286	159,832	24
25	1,364,668	1,138,155	413,363	30,400	339,150	269,802	72,507	10,613	27,095	25
26	1,517,321	449,946	395,630	14,629	586,801	541,023	134,346	621,405	428,424	26
27	6,378	1,606		49,723	21,166	10,011	300	369	7,925	27
28	193,125									28
29	1,196,820	1,387,243	500,000		246,000					29
30	225,464			1,163	200	29,716			57,363	30
31	191,629	3,835	10,063	43,318	2,513	10,047	34,868	1,635	8,613	31
32	1,181,328	198,630	298,930	59,787	698,403	840,577	241,422	612,058	513,571	32

<sup>1</sup> Includes \$70,184 representing 4% of gross earnings of Syracuse lines expended for betterments and credited to "Fixed capital December 31, 1908".  
<sup>2</sup> Includes \$19,827 "Adjustment of amount due from Electric Express Company for car-mile charges covering equipment, power, and trackage charges from 1902 to February 1, 1909".  
<sup>3</sup> Includes \$9491 adjustment of tax accrual account.  
<sup>4</sup> Respondent's portion of accruals for "Zylonite tunnel power station reserve".  
<sup>5</sup> Includes \$27,378 "Adjustment of charges, account operation of Zylonite power station"; and \$7491 "Expenditures on preliminary surveys of proposed extensions".  
<sup>6</sup> Amount accruing to respondent during year from tracks leased under an agreement whereby respondent was to be reimbursed if the expenses and taxes applicable to leased

tracks exceeded the revenues therefrom.  
<sup>7</sup> \$55,673 claimed by respondent to be a net adjustment for interest during prior periods of construction not previously taken into capital accounts has been credited to surplus on the company's books and charged to capital. This transaction has been questioned by the Commission's examiners as contrary to the provisions of the Commission's Uniform System of Accounts for Street Railroads, and in the absence of a satisfactory explanation it is disregarded in the preparation of these abstracts so that the fixed capital shown is less and the corporate deficit greater by \$55,673 than the corresponding figures on the company's books and in its reports.  
<sup>8</sup> Includes \$1361 adjustment of interest during construction, July 1, 1901, to August 31, 1912.

## RAILROAD CORPORATIONS, JUNE 30, 1914

the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Berkshire Street Railway Company, Western New York and Athens Traction Company.

their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 209.

L. No.	Item	Westchester Electric 11	Binghamton 12	Western New York & P. T. 13	Auburn & Syracuse Electric 14	Buffalo, Lockport & Rochester 15	New York, Westchester & Boston 16	New York & Stamford 17	L. No.
		<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Cash.....	9,853	2,586	49,260	1,612	22,215	87,979	26,534	1
2	Other current assets.....	76,355	7,226	24,975	251,319	1,462	465,379	16,253	2
3	Materials and supplies.....	21,916	39,227	12,477	19,382	24,105	222,733	38,881	3
4	Miscellaneous investments.....			12,175	8,650		44,669		4
5	Electric railroad fixed capital.....	2,708,182	3,133,330	5,089,503	3,601,599	8,146,887	22,602,177	1,786,631	5
6	Other fixed capital.....		13,081	66,230					6
7	Miscellaneous temporary debits.....	13,429	47,997	82,719	5,768	10,321	9,150,802	240,465	7
8	Corporate deficit.....	861,629					2,805,665	45,796	8
9	Totals.....	3,691,362	3,243,447	5,337,339	3,888,330	8,204,990	35,379,404	2,154,560	9
10	Unfunded debt.....	2,631,362	190,444	24,769	173,272	223,869	9,152,492	287,068	10
11	Funded debt.....	500,000	2,042,000	2,476,000	1,743,000	2,750,000	21,200,000	1,351,000	11
12	Reserve for replacement and renewals.....								12
13	Accrued amortization of capital.....	60,000		114,400					13
14	Other reserves including suspense credit balances.....		900	22,928	691		81,662	16,492	14
15	Capital stocks.....	500,000	978,995	2,600,000	1,962,000	4,000,000	4,945,250	500,000	15
16	All other credit balances.....								16
17	Corporate surplus.....		31,108	99,241	9,367	1,231,122			17

For balance sheet of corporation No. 10, Fonda, Johnstown and Gloversville Railroad Company, see Table 101.

<sup>9</sup> Includes \$8,193,391 "Intangible capital," representing Profit and Loss

account balance as of June 30, 1912, carried as a nominal asset to be gradually amortized, thus permitting the corporation to open a new Profit and Loss account concurrently with beginning of operation on its line.

## ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914

Figures in italics denote losses during year and deficits.

L. No.	Item	Westchester Electric 11	Binghamton 12	Western New York & P. T. 13	Auburn & Syracuse Electric 14	Buffalo Lockport & Rochester 15	New York, Westchester & Boston 16	New York & Stamford 17	L. No.
		<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Operating revenues, electric railroad.....	596,232	476,361	468,278	457,766	416,102	400,680	371,462	1
2	Operating expenses, electric railroad.....	447,244	334,565	254,279	309,154	280,054	430,834	218,527	2
3	Net operating revenues, electric railroad.....	148,988	141,796	213,999	148,612	136,048	30,154	152,935	3
4	Taxes accrued, electric railroad.....	34,119	16,731	19,004	21,600	18,250	129,052	17,227	4
5	Operating income, electric railroad.....	114,869	125,065	194,995	127,012	117,798	159,206	135,708	5
6	Net income other operations.....		9,498						6
7	Total operating income.....	114,869	134,564	194,995	127,012	117,798	159,206	135,708	7
8	Non-operating income:								
9	Rents accrued from lease of road.....								8
10	Other rents, credits.....			435	155	566			9
11	Interest revenues.....	592	500		11,997	534	30,157	458	10
12	Dividends on stocks owned.....								11
13	All other non-operating revenues.....								12
14	Total non-operating revenues.....	592	500	435	12,151	1,100	30,157	458	13
15	Non-operating revenue deductions.....				3	151			14
16	Total non-operating income.....	592	500	435	12,148	950	30,157	458	15
17	Gross income.....	115,461	135,064	195,430	139,160	118,748	129,050	136,166	16
18	Deductions from gross income:								
19	Interest accrued on funded debt.....	25,000	99,404	123,875	87,714	137,500	954,000	58,300	17
20	Other interest deductions.....	71,945	7,069		6,050	7,000	343,785	9,568	18
21	Rents for lease of other roads and equipment.....			3,571				23,151	19
22	Other rents, debits.....	50,985		2,061	23,160	28,739	65,009	48,761	20
23	Sinking fund deductions.....								21
24	Other contractual deductions.....			2,918			1,597		22
25	Amortization charged to income.....		1,886	666	3,407		4,664	2,211	23
26	Total deductions from gross income.....	147,930	108,360	133,091	120,331	173,239	1,369,056	141,990	24
27	Net corporate income.....	32,469	26,704	62,338	18,829	54,492	1,498,105	5,824	25
28	Surplus or deficit June 30, 1913.....	808,826	114,964	73,293	35,689	1,285,613	1,406,000	39,097	26
29	Miscellaneous credits.....	9,815		43	305		10,985,565		27
30	Dividends declared:								
31	On preferred stock.....			35,961	42,720				28
32	On common stock.....		39,129						29
33	Realized depreciation not covered by reserves.....	24,893	20,150					875	30
34	Miscellaneous debits.....	5,256	51,281	471	2,736		125		31
35	Surplus or deficit June 30, 1914.....	861,629	31,108	99,241	9,367	1,231,122	2,805,665	45,796	32

For income account of corporation No. 10, Fonda, Johnstown and Gloversville Railroad Company, see Table 102.

<sup>9</sup> Includes \$47,395 "Strike expenses". <sup>10</sup> Includes \$97,503 representing interest charged to income during year ended June 30, 1913, and placed in sus-

pense. It was decided during the current year that this amount should properly have been charged to "Interest during construction," and the Corporate Surplus or Deficit account was accordingly credited.



TABLE 201: BALANCE SHEET, OPERATING ELECTRIC

The figures given are for the corporation as a whole; they are not segregated according to state lines. The corporations operating both within and without Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre Figures in *italics* denote *credit balances* on the assets side or *debit balances* on the liabilities side.

The corporations are named in the order of their average revenues from street and interurban railroad operations during the year ended June 30, 1914; for

L. No.	Elmira Water, Light & Railroad 18	Jamestown Street 19	Albany Southern 20	Otsego & Herkimer 21	Westchester Street 22	Niagara Gorge 23	Poughkeepsie City & W. Falls Elec. 24	Orange County Traction 25	Chautauqua Traction 26	Elmira, Corning & Waverly 27	L. No.
1	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	1
2	363,665	156	7,993	8,113	3,598	51,767	6,222	9,363	11,465	31,115	2
3	872,054	634,722	33,132	24,061	4,159	47,556	2,519	11,022	458,416	265,267	3
4	88,069	18,650	86,901	20,036	17,213	2,813	9,069	14,609	8,026	6,505	4
5	530,068	.....	.....	50,000	.....	58,400	.....	6,000	.....	.....	5
6	1,427,884	1,033,737	3,829,814	1,690,768	<sup>10</sup> 953,599	<sup>11</sup> 2,120,910	<sup>12</sup> 1,420,274	1,131,832	1,187,159	1,506,146	6
7	4,967,002	.....	815,962	.....	.....	.....	.....	.....	.....	.....	7
8	447,977	31,909	260,096	31,052	38,058	5,276	21,690	43,078	3,000	200	8
9	.....	140,728	.....	.....	33,455	.....	.....	7,624	39,183	47,251	9
10	8,716,719	1,859,903	5,033,898	1,824,029	1,050,082	2,286,722	1,459,774	1,223,529	1,707,249	1,856,484	10
11	185,251	1,231,679	148,115	164,035	317,410	44,348	69,422	171,049	569,439	697,377	11
12	5,303,000	300,000	1,302,000	1,117,000	.....	949,000	458,000	718,000	600,000	800,000	12
13	.....	.....	.....	.....	.....	6,784	.....	.....	.....	.....	13
14	91,917	78,224	15,646	25,840	.....	12,744	7,151	1,480	37,810	22,207	14
15	17,387	.....	22,297	.....	26,002	16,901	5,120	8,000	.....	.....	15
16	2,850,000	250,000	3,404,000	500,000	700,000	1,000,000	750,000	325,000	500,000	336,900	16
17	269,164	.....	141,841	17,155	.....	256,943	170,080	.....	.....	.....	17

<sup>10</sup> Includes \$23,737 expenditures on road and equipment of leased lines.

<sup>11</sup> Includes \$50,287 expenditures on road and equipment of leased lines.

<sup>12</sup> Includes \$11,281 expenditures on road and equipment of leased lines.

TABLE 202: INCOME AND PROFIT AND LOSS STATEMENT, OPERATING

See explanatory note under heading of Table 201.

L. No.	Elmira Water, Light & Railroad 18	Jamestown Street 19	Albany Southern 20	Otsego & Herkimer 21	Westchester Street 22	Niagara Gorge 23	Poughkeepsie City & W. Falls Elec. 24	Orange County Traction 25	Chautauqua Traction 26	Elmira, Corning & Waverly 27	L. No.
1	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	1
2	330,680	318,382	276,067	254,597	252,187	206,920	201,618	193,823	190,357	161,715	2
3	229,714	258,634	233,494	173,719	186,662	112,916	128,341	142,701	128,525	89,628	3
4	100,966	59,748	42,573	80,878	65,525	94,005	73,277	51,121	61,833	72,087	4
5	14,071	12,784	<sup>13</sup> 44,400	12,000	11,426	8,256	7,946	10,405	8,731	8,911	5
6	86,895	46,964	<sup>13</sup> 1,827	68,878	54,099	85,749	65,331	40,716	53,101	63,177	6
7	320,036	.....	<sup>13</sup> 122,487	.....	.....	697	.....	.....	.....	.....	7
8	406,931	46,964	120,661	68,878	54,099	86,446	65,331	40,716	53,101	63,177	8
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	2,101	.....	2,892	.....	.....	156	.....	420	.....	120	10
11	15,618	13,336	743	.....	205	1,785	242	1,320	.....	535	11
12	.....	.....	34	.....	.....	.....	.....	.....	.....	.....	12
13	17,719	13,336	3,669	.....	205	1,941	242	1,740	.....	655	13
14	2,615	.....	454	.....	.....	463	.....	.....	.....	.....	14
15	15,104	13,336	3,215	.....	205	1,478	242	1,740	.....	655	15
16	422,035	60,300	123,876	68,878	54,304	87,924	65,573	42,457	53,101	63,831	16
17	242,511	18,000	65,100	54,200	.....	47,450	24,170	38,088	18,975	40,000	17
18	32,513	78,789	1,062	2,038	13,361	.....	2,678	5,633	39,030	.....	18
19	531	.....	.....	.....	133	.....	.....	.....	.....	.....	19
20	750	.....	22,688	8,641	35,926	1	.....	715	18,968	16,091	20
21	.....	.....	.....	.....	.....	.....	3,430	2,000	.....	.....	21
22	11,504	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
23	5,277	.....	8,056	533	.....	.....	1,309	.....	.....	.....	23
24	293,085	96,789	96,905	65,412	49,420	47,451	30,278	47,745	76,973	56,091	24
25	128,949	<i>36,488</i>	26,971	3,466	4,884	40,473	35,295	5,288	<i>23,872</i>	7,741	25
26	202,788	<i>85,270</i>	127,939	26,382	33,675	226,470	149,940	3,664	<i>11,398</i>	<i>54,486</i>	26
27	<sup>14</sup> 8,623	.....	490	<sup>14</sup> 58,485	472	.....	6,353	.....	.....	.....	27
28	34,150	.....	.....	.....	.....	.....	.....	.....	.....	.....	28
29	20,000	.....	.....	.....	.....	10,000	.....	.....	.....	.....	29
30	15,046	<sup>15</sup> 18,970	10,975	.....	136	.....	3,781	.....	3,913	.....	30
31	2,000	.....	2,885	<sup>15</sup> 71,178	.....	.....	<sup>16</sup> 17,727	<sup>17</sup> 6,000	.....	506	31
32	269,164	140,728	141,841	17,155	33,455	256,943	170,080	7,624	39,183	47,251	32

<sup>11</sup> Includes \$5771 "Power used in building Riverside station early part 1913, not billed at that time".

<sup>12</sup> Represents \$10,670 "Original cost of power plant buildings," and \$8300 "Difference in engines exchanged".

<sup>13</sup> Taxes are not segregated as between railroad and other departments.

<sup>14</sup> Includes \$53,783 "Assets taken over from Hartwick Power Co." and \$4699 "Interest accrued taken care of in Hartwick Power Company's account taken over by company".

<sup>15</sup> Includes \$62,665 adjustments of interest accrued prior to July 1, 1913, and \$7258 shortage in Materials and Supplies.

<sup>16</sup> Includes \$14,516 appropriation to reserve for "Accrued amortization of capital".

<sup>17</sup> Appropriation to "Damage reserve," to close out account "for damages incurred in prior years".

## RAILROAD CORPORATIONS, JUNE 30, 1914 (continued)

the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Berkshire Street Railway Company, Western New York and Athens Traction Company.

their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 209.

L. No.	Item	Kingston Consolidated 28	Ithaca Street (Rev'r's Op.) 13 29a	Ithaca Traction Corp. 16 29b	Syracuse & Suburban 30	Warren & Jamestown Street 31	Black River Traction 32	Geneva, Seneca Falls & A., Inc. 19 33	L. No.
		<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Cash.....	3,243	6,260	12,266	10,490	6,379	19,405	7,540	1
2	Other current assets.....	394	28,092	213,886	4,420	3,110	.....	937	2
3	Materials and supplies.....	5,085	16,805	3,991	3,975	.....	.....	7,812	3
4	Miscellaneous investments.....	5,000	.....	27,300	.....	.....	.....	2,983	4
5	Electric railroad fixed capital.....	1,169,900	14 28,673	847,775	1,120,666	687,663	18 105,000	600,344	5
6	Other fixed capital.....	.....	.....	.....	.....	.....	.....	.....	6
7	Miscellaneous temporary debits.....	2,187	16 32,645	98,814	10,936	.....	.....	77,887	7
8	Corporate deficit.....	.....	.....	.....	.....	.....	.....	.....	8
9	Totals.....	1,185,809	112,474	1,204,033	1,150,487	697,152	124,405	697,503	9
10	Unfunded debt.....	55,975	62,387	28,391	128,451	5,000	.....	51,078	10
11	Funded debt.....	682,000	.....	763,000	553,500	400,000	.....	475,000	11
12	Reserve for replacement and renewals.....	.....	.....	.....	.....	.....	.....	.....	12
13	Accrued amortization of capital.....	11,027	11,103	2,941	8,099	73,228	.....	2,013	13
14	Other reserves including suspense credit balances.....	.....	755	7,603	2,701	.....	.....	2,278	14
15	Capital stocks.....	400,000	.....	400,000	400,000	200,000	105,000	157,100	15
16	All other credit balances.....	.....	5,948	.....	.....	.....	.....	.....	16
17	Corporate surplus.....	36,807	32,280	2,098	57,736	18,924	19,405	10,034	17

<sup>13</sup> Report covers period July 1, 1913, to March 31, 1914; see statement Organization, etc.

<sup>14</sup> Represents expenditures on road and equipment made by receiver, less \$571

<sup>15</sup> Property trust estate January 6, 1912, subsequently retired.

<sup>16</sup> Includes \$31,578 advanced fees of receivers and attorneys.

<sup>16</sup> Report covers period April 1, 1914, to June 30, 1914; see statement Organization, etc.

<sup>18</sup> Nominal figure; see statement Organization, etc.

<sup>19</sup> Successor to Geneva and Auburn Railway Co.; see statement Organization, etc.

## ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

Figures in *italics* denote losses during year and deficits.

L. No.	Item	Kingston Consolidated 28	Ithaca Street (Rev'r's Op.) 13 29a	Ithaca Traction Corp. 16 29b	Syracuse & Suburban 30	Warren & Jamestown Street 31	Black River Traction 32	Geneva, Seneca Falls & A., Inc. 19 33	L. No.
		<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Operating revenues, electric railroad.....	158,313	97,638	50,694	138,614	117,064	101,532	100,661	1
2	Operating expenses, electric railroad.....	77,459	70,015	37,153	82,694	68,778	78,139	58,630	2
3	Net operating revenues, electric railroad.....	80,854	27,624	13,541	55,920	48,286	23,393	42,031	3
4	Taxes accrued, electric railroad.....	7,361	4,308	1,724	10,713	5,586	5,097	5,788	4
5	Operating income, electric railroad.....	73,494	23,316	11,816	45,207	42,700	18,296	36,244	5
6	Net income other operations.....	.....	6,588	.....	.....	.....	.....	.....	6
7	Total operating income.....	73,494	29,904	11,816	45,207	42,700	18,296	36,244	7
8	Non-operating income:	.....	.....	.....	.....	.....	.....	.....	8
9	Rents accrued from lease of road.....	.....	.....	.....	.....	.....	.....	.....	9
10	Other rents, credits.....	.....	.....	.....	396	245	.....	.....	10
11	Interest revenues.....	.....	.....	3,411	.....	.....	587	.....	11
12	Dividends on stocks owned.....	.....	.....	.....	96	651	.....	.....	12
13	All other non-operating revenues.....	.....	.....	.....	.....	.....	.....	.....	13
14	Total non-operating revenues.....	.....	.....	3,411	492	896	587	.....	14
15	Non-operating revenue deductions.....	.....	.....	.....	.....	.....	.....	31	15
16	Total non-operating income.....	.....	.....	3,411	492	896	587	31	16
17	Gross income.....	73,494	29,904	15,227	45,699	43,596	18,883	36,213	17
18	Deductions from gross income:	.....	.....	.....	.....	.....	.....	.....	18
19	Interest accrued on funded debt.....	34,100	11,851	9,901	27,660	21,000	.....	23,750	19
20	Other interest deductions.....	2,666	1,019	.....	5,629	211	.....	53	20
21	Rents for lease of other roads and equipment.....	.....	.....	11	720	.....	.....	.....	21
22	Other rents, debits.....	1,001	2,269	.....	1,083	11,133	.....	.....	22
23	Sinking fund deductions.....	.....	.....	.....	.....	.....	.....	.....	23
24	Other contractual deductions.....	.....	.....	.....	.....	.....	.....	.....	24
25	Amortization charged to income.....	.....	216	3,217	.....	.....	.....	2,375	25
26	Total deductions from gross income.....	37,767	15,355	13,129	35,092	32,344	.....	26,178	26
27	Net corporate income.....	35,727	14,550	2,098	10,606	11,252	18,883	10,034	27
28	Surplus or deficit June 30, 1913.....	16,082	16,004	.....	65,288	23,847	16,273	.....	28
29	Miscellaneous credits.....	.....	1,753	.....	77	1,825	.....	.....	29
30	Dividends declared:	.....	.....	.....	.....	.....	.....	.....	30
31	On preferred stock.....	.....	.....	.....	.....	.....	.....	.....	31
32	On common stock.....	.....	.....	.....	9,000	18,000	15,750	.....	32
33	Realized depreciation not covered by reserves.....	2,100	.....	.....	2,890	.....	.....	.....	33
34	Miscellaneous debits.....	18 12,901	28	.....	22 6,345	.....	.....	.....	34
35	Surplus or deficit June 30, 1914.....	36,807	32,280	2,098	57,736	18,924	19,405	10,034	35

<sup>13</sup> Includes \$12,593, debit offsetting credit balance of operating expense account "Depreciation of way and structures"; deferred maintenance now charged to surplus instead of to current expense.

<sup>19</sup> Report covers period July 1, 1913, to March 31, 1914; see statement Organization, etc.

<sup>20</sup> See explanation of this amount in Table 205 a.

<sup>21</sup> Report covers period March 31, 1914, to June 30, 1914; see statement Organization, etc.

<sup>22</sup> Includes \$4357 adjustment of Materials and Supplies account.

<sup>23</sup> Includes expenditures, if any, for permanent improvements as well as operating expenses proper; see statement Organization, etc.

<sup>24</sup> Includes \$1425 loss on equipment sold, charged to Corporate Surplus or Deficit account during preceding year, which was transferred to reserve for "Accrued amortization of capital" during current year.

<sup>25</sup> Successor to Geneva and Auburn Railway Co.; see statement Organization, etc.



TABLE 201: BALANCE SHEET, OPERATING ELECTRIC

The figures given are for the corporation as a whole; they are not segregated according to state lines. The corporations operating both within and without Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Fishkill Electric Company, are named in the order of their average revenues from street and interurban railroad operations during the year ended June 30, 1914; for figures in *italics* denote *credit balances* on the assets side or *debit balances* on the liabilities side.

L. No.	Waverly, Sayre & Athens Traction 34	Syracuse & South Bay Electric 35	Buffalo Southern 36	Cortland County Traction 37	Wallkill Transit 38	Elmira & Seneca Lake Traction 39	Peekskill Lighting & Railroad 40	Corning & Painted Post Street 41	Hornell Traction 42	Fishkill Electric 43	L. No.
1	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	1
2	1,500	.....	1,045	5,362	2,085	3,403	16,067	45,219	.....	8,655	2
3	4,124	32,929	1,460	11,464	764	15,766	26,890	677	.....	42,550	3
4	8,622	1,325	4,402	16,963	1,310	131	30,832	9,760	10,069	.....	4
5	200,000	4,000	.....	.....	200	.....	5,576	500	.....	.....	5
6	517,663	1,732,263	1,169,141	854,896	709,333	513,809	618,813	259,495	275,056	111,186	6
7	18,050	.....	.....	204,093	.....	.....	922,388	.....	.....	.....	7
8	.....	22,301	26,881	12,488	340	10,344	132,659	375	1,188	.....	8
9	.....	50,753	133,220	.....	77,610	5,444	.....	.....	.....	.....	9
10	749,958	1,843,571	1,336,149	1,105,266	791,642	548,898	1,753,224	316,027	286,312	162,392	10
11	52,049	294,354	188,949	36,651	135,009	141,409	139,020	1,945	2,648	31,880	11
12	448,000	548,000	600,000	605,000	298,100	200,000	646,000	100,000	147,300	50,000	12
13	.....	.....	.....	.....	.....	.....	20 48,875	.....	.....	6,803	13
14	.....	.....	.....	71,487	7,950	1,327	.....	15,813	.....	.....	14
15	.....	1,217	.....	7,200	584	8,816	27,669	10	2,410	5,176	15
16	200,000	1,000,000	547,200	320,000	350,000	200,000	650,000	100,000	117,900	50,000	16
17	49,909	.....	.....	64,928	.....	.....	241,661	21 98,258	16,054	18,533	17

<sup>20</sup> "Renewal and Contingency Reserve."

<sup>21</sup> Includes \$16,971 "Appropriated surplus invested in fixed capital".

TABLE 202: INCOME AND PROFIT AND LOSS STATEMENT, OPERATING

See explanatory note under heading of Table 201.

L. No.	Waverly, Sayre & Athens Traction 34	Syracuse & South Bay Electric 35	Buffalo Southern 36	Cortland County Traction 37	Wallkill Transit 38	Elmira & Seneca Lake Traction 39	Peekskill Lighting & Railroad 40	Corning & Painted Post Street 41	Hornell Traction 42	Fishkill Electric 43	L. No.
1	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	1
2	98,193	87,500	83,965	79,852	77,554	75,074	70,240	64,157	58,376	57,713	2
3	73,140	51,714	73,400	61,905	63,000	45,205	56,866	44,671	45,981	42,202	3
4	25,052	35,786	10,565	17,947	14,554	29,869	13,374	19,486	12,395	15,511	4
5	2,822	4,400	4,533	4,533	2,530	3,711	6,700	4,383	2,739	2,100	5
6	22,230	31,386	6,649	13,414	12,024	26,157	6,674	15,103	9,656	13,411	6
7	.....	.....	.....	22,044	.....	.....	51,157	.....	.....	.....	7
8	22,230	31,386	6,649	35,458	12,024	26,157	57,831	15,103	9,656	13,411	8
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	.....	57	.....	321	.....	.....	215	.....	.....	.....	10
11	.....	1,144	.....	.....	.....	.....	299	777	.....	.....	11
12	.....	.....	.....	.....	389	.....	.....	.....	.....	.....	12
13	.....	1,201	.....	321	389	.....	514	777	.....	.....	13
14	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
15	.....	1,201	.....	321	389	.....	514	777	.....	.....	15
16	22,230	32,586	6,649	35,779	12,413	26,157	58,345	15,879	9,656	13,411	16
17	13,300	25,516	30,000	28,450	14,905	10,000	32,300	5,000	6,000	3,000	17
18	1,440	11,439	.....	782	1,911	5,618	4,725	.....	326	335	18
19	.....	.....	.....	.....	.....	.....	.....	.....	.....	9,000	19
20	.....	9,995	1,002	.....	50	10,363	.....	4,320	.....	.....	20
21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
22	.....	.....	17	.....	.....	.....	.....	10	.....	.....	22
23	180	237	624	.....	.....	.....	.....	.....	.....	.....	23
24	14,920	47,188	31,642	29,232	16,866	25,981	37,025	9,330	6,326	12,335	24
25	7,310	14,601	24,993	6,547	4,452	176	21,320	6,549	3,329	1,076	25
26	42,599	36,152	108,227	59,862	73,157	99	235,233	91,204	17,244	17,457	26
27	.....	.....	.....	57	.....	.....	2,189	506	26 11,332	.....	27
28	.....	.....	.....	.....	.....	.....	9,000	.....	.....	.....	28
29	.....	.....	.....	.....	.....	.....	.....	.....	2,358	.....	29
30	.....	.....	.....	.....	.....	5,719	7,851	.....	.....	.....	30
31	.....	.....	.....	1,533	.....	.....	231	.....	27 13,493	.....	31
32	49,909	50,753	133,220	64,928	77,610	5,444	241,661	98,258	16,054	18,533	32

<sup>28</sup> Includes \$11,300 "Correction of duplicate liability set up in error for proceeds of bonds sold during year".

<sup>27</sup> Includes \$8955 adjustment of amortization accounts, and \$2820 discount on bonds sold.

RAILROAD CORPORATIONS, JUNE 30, 1914 (*continued*)

the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Berkshire Street Railway Company, Western New York and Athens Traction Company.

their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 209.

L. No.	Item	Huntington 44	Buffalo & Williamsville Electric 45	Ogdensburg Street 46	Troy & New England 47	New Paltz, H. & P. Traction 48	Plattsburgh Traction 49	Eastern New York 50	L. No.
		<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Cash.....	4,634	3,323	2,176	8,978	13,455	868	82	1
2	Other current assets.....	616	.....	16,673	2,710	17,724	711	4,110	2
3	Materials and supplies.....	.....	.....	1,324	1,247	.....	5,343	.....	3
4	Miscellaneous investments.....	.....	.....	.....	.....	.....	.....	.....	4
5	Electric railroad fixed capital.....	572,559	166,414	181,495	383,078	204,852	223,628	429,391	5
6	Other fixed capital.....	.....	.....	.....	.....	.....	.....	.....	6
7	Miscellaneous temporary debits.....	.....	2104,289	.....	403	1,395	1,101	.....	7
8	Corporate deficit.....	24,390	.....	113,712	.....	.....	.....	.....	8
9	Totals.....	602,199	274,031	315,380	396,417	237,426	231,651	433,584	9
10	Unfunded debt.....	520,447	38,940	4,309	54,584	3,362	37,998	1,264	10
11	Funded debt.....	26,000	127,500	150,000	160,000	100,000	80,000	154,000	11
12	Reserve for replacement and renewals.....	.....	.....	.....	.....	.....	.....	.....	12
13	Accrued amortization of capital.....	25,751	15,940	11,071	.....	.....	.....	.....	13
14	Other reserves including suspense credit balances.....	.....	150	.....	665	2,000	3,024	.....	14
15	Capital stocks.....	30,000	75,000	150,000	180,000	100,000	100,000	275,000	15
16	All other credit balances.....	.....	.....	.....	.....	.....	.....	.....	16
17	Corporate surplus.....	.....	16,500	.....	2,393	32,064	10,629	3,319	17

<sup>22</sup> Estimated book cost of Batavia branch sold to Batavia Traction Co., taken out of capital accounts and held in suspense pending final adjustment.

ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (*continued*)

Figures in *italics* denote losses during year and deficits.

L. No.	Item	Huntington 44	Buffalo & Williamsville Electric 45	Ogdensburg Street 46	Troy & New England 47	New Paltz, H. & P. Traction 48	Plattsburgh Traction 49	Eastern New York 50	L. No.
		<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Operating revenues, electric railroad.....	48,155	41,824	36,755	35,988	35,294	32,365	31,722	1
2	Operating expenses, electric railroad.....	49,118	35,488	26,960	19,305	28,238	20,101	22,688	2
3	Net operating revenues, electric railroad.....	963	6,336	9,796	16,683	7,056	12,264	9,034	3
4	Taxes accrued, electric railroad.....	3,692	3,201	1,225	1,408	3,320	1,023	1,793	4
5	Operating income, electric railroad.....	4,655	3,135	8,571	15,274	3,736	11,242	7,241	5
6	Net income other operations.....	.....	.....	.....	.....	.....	.....	.....	6
7	Total operating income.....	4,655	3,135	8,571	15,274	3,736	11,242	7,241	7
8	Non-operating income:								
9	Rents accrued from lease of road.....	.....	.....	.....	.....	.....	.....	.....	8
10	Other rents, credits.....	.....	75	.....	.....	.....	.....	.....	9
11	Interest revenues.....	153	21	.....	278	872	26	182	10
12	Dividends on stocks owned.....	.....	.....	.....	.....	.....	.....	.....	11
12	All other non-operating revenues.....	.....	.....	.....	.....	.....	.....	.....	12
13	Total non-operating revenues.....	153	96	.....	278	872	26	182	13
14	Non-operating revenue deductions.....	.....	.....	.....	.....	.....	.....	.....	14
15	Total non-operating income.....	153	96	.....	278	872	26	182	15
16	Gross income.....	4,502	3,231	8,571	15,553	4,608	11,268	7,423	16
17	Deductions from gross income:								
18	Interest accrued on funded debt.....	1,300	6,375	9,000	8,000	4,000	4,800	6,990	17
19	Other interest deductions.....	.....	2,061	.....	2,401	.....	1,521	.....	18
20	Rents for lease of other roads and equipment.....	.....	.....	.....	.....	.....	.....	.....	19
21	Other rents, debits.....	50	.....	.....	200	.....	.....	3,204	20
22	Sinking fund deductions.....	.....	.....	.....	.....	.....	.....	.....	21
23	Other contractual deductions.....	.....	.....	.....	.....	.....	.....	.....	22
23	Amortization charged to income.....	.....	.....	.....	.....	.....	.....	.....	23
24	Total deductions from gross income.....	1,350	8,436	9,000	10,602	4,000	6,321	10,194	24
25	Net corporate income.....	5,852	5,205	429	4,952	608	4,947	2,771	25
26	Surplus or deficit June 30, 1913.....	17,585	21,705	113,283	1,047	31,456	9,682	6,090	26
27	Miscellaneous credits.....	.....	.....	.....	.....	.....	.....	.....	27
28	Dividends declared:								
29	On preferred stock.....	.....	.....	.....	.....	.....	.....	.....	28
30	On common stock.....	.....	.....	.....	3,600	.....	4,000	.....	29
31	Realized depreciation not covered by reserves.....	953	.....	.....	.....	.....	.....	.....	30
31	Miscellaneous debits.....	.....	.....	.....	.....	.....	.....	.....	31
32	Surplus or deficit June 30, 1914.....	24,390	16,500	113,712	2,398	32,064	10,629	3,319	32



The figures given are for the corporation as a whole; they are not segregated according to state lines. The corporations operating both within and without Pennsylvania are the Erie Railroad Company, Erie Lackawanna Railway Company, Lehigh Valley Railroad Company, Delaware and Hudson Canal Company, and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Conemaugh Street Railway Company.

Figures in *italics* denote credit balances on the assets side or debit balances on the liabilities side.

The corporations are named in the order of their average revenues from street and interurban railroad operations during the year ended June 30, 1914; for the years ending June 30, 1913 and 1912, see pages 67 and 68 respectively.

Line No.	Rochester 51	Hudson River & Eastern Traction 52	Glen Cove 53	Port Jervis Traction 54	New York, Westchester & Conn. Traction 55	Penn Yan & Lake Shore 56	Buffalo & Dewey 57	Nassau County 58	St. Lawrence International El. Railroad & Land 59	Catskill Traction 60	Syracuse, Watertown & St. Lawrence River 61	Line No.
	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	2,383	927	13,064	704	1,276	341	227	20,851	622	2,779	214	1
2	1,002	207	336	.....	662	1,813	11	272	2,455	.....	40	2
3	426	3,773	.....	2,329	.....	801	294	.....	1,760	700	.....	3
4	.....	.....	.....	.....	.....	5,513	.....	.....	.....	.....	1,692	4
5	128,933	252,303	158,229	92,400	351,455	224,122	667,632	41,968	439,220	117,960	224,469	5
6	.....	.....	.....	.....	.....	.....	.....	.....	65,583	.....	.....	6
7	7,702	13,846	273	12,748	.....	340	558	.....	1,007	7,700	38,950	7
8	4,282	58,149	.....	2,823	42,869	.....	223,377	.....	.....	4,312	19,270	8
9	144,728	329,204	171,903	111,004	396,262	232,930	892,100	63,090	510,646	133,450	284,634	9
10	13,272	115,783	134,420	8,274	146,262	30,130	237,100	164	9,094	13,450	44,348	10
11	58,000	130,000	.....	70,000	50,000	100,000	350,090	.....	290,000	60,000	200,000	11
12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
13	13,457	579	6,867	12,745	.....	.....	.....	2,785	.....	.....	.....	13
14	.....	.....	.....	.....	.....	.....	.....	.....	7,634	.....	286	14
15	60,000	84,000	10,000	19,985	200,000	94,000	305,000	35,000	250,000	60,000	40,000	15
16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
17	.....	.....	20,615	.....	.....	8,800	.....	25,140	43,918	.....	.....	17

<sup>23</sup> Formerly the Penn Yan, Keuka Park and Branchport Railway; see statement Organization, etc.

See explanatory note under heading of Table 201.

Line No:	Rochester & Manitou 51	Hudson River & Eastern Traction 52	Glen Cove 53	Port Jervis Traction 54	New York, Westchester & Conn. Traction 55	Penn Yan & Lake Shore 56	Buffalo & Depew 57	Nassau County 58	St. Lawrence International El. Railroad & Land 59	Catskill Traction 60	Syracuse, Watertown & St. Lawrence River 61	Line No.
1	<i>Dollars</i> 28 30,410	<i>Dollars</i> 28,643	<i>Dollars</i> 27,876	<i>Dollars</i> 27,610	<i>Dollars</i> 27,198	<i>Dollars</i> 26,747	<i>Dollars</i> 19,110	<i>Dollars</i> 15,579	<i>Dollars</i> 15,213	<i>Dollars</i> 13,818	<i>Dollars</i> 12,984	1
2	27 27,169	25,356	18,149	23,197	20,669	18,540	22,205	10,051	11,332	16,017	6,401	2
3	3,241	3,287	9,727	4,413	6,529	8,207	3,095	5,528	3,881	2,199	6,583	3
4	1,327	1,233	29 7,863	1,500	1,882	1,198	2,365	782	1,066	608	700	4
5	1,914	2,054	1,864	2,913	4,647	7,010	5,461	4,747	2,815	2,808	5,883	5
6	.....	.....	.....	.....	.....	.....	.....	.....	3,306	.....	.....	6
7	1,914	2,054	1,864	2,913	4,647	7,010	5,461	4,747	6,121	2,808	5,883	7
8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	330	9
10	.....	3	.....	.....	47	.....	.....	.....	.....	.....	.....	10
11	.....	56	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
13	.....	58	.....	.....	47	.....	.....	.....	.....	.....	330	13
14	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
15	.....	58	.....	.....	47	.....	.....	.....	.....	.....	330	15
16	1,914	2,112	1,864	2,913	4,694	7,010	5,461	4,747	6,121	2,808	6,213	16
17	2,900	6,500	.....	3,500	1,333	5,000	17,500	.....	34 10,000	3,000	10,000	17
18	446	2,669	.....	349	.....	1,349	.....	.....	460	.....	324	18
19	.....	60	.....	.....	.....	.....	.....	.....	.....	.....	.....	19
20	175	.....	.....	.....	2,030	.....	.....	.....	566	.....	7,789	20
21	.....	.....	.....	.....	.....	.....	.....	.....	.....	50	.....	21
22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
23	500	247	.....	283	.....	.....	.....	.....	.....	300	1,025	23
24	4,021	9,476	.....	4,132	3,363	6,349	17,500	.....	11,026	3,350	19,138	24
25	2,106	7,364	1,864	1,219	1,331	661	22,961	4,747	4,966	6,158	12,925	25
26	2,332	50,558	18,751	13,008	1,129,372	8,687	343,373	20,393	38,824	3,713	6,345	26
27	157	.....	.....	30 11,658	31 3,974,382	.....	33 142,961	.....	34 10,000	.....	.....	27
28	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	28
29	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	29
30	.....	.....	.....	135	27,760	.....	.....	.....	.....	.....	.....	30
31	.....	227	.....	118	31 2,861,450	547	.....	.....	.....	35 1,868	.....	31
32	4,282	58,149	20,615	2,823	42,869	8,800	223,377	25,140	43,918	4,312	19,270	32

<sup>28</sup> Electric railroad operations conducted during seven and one-half months only. <sup>29</sup> Includes an indefinite proportion of taxes applicable to prior

<sup>28</sup> Electric Railroad operations conducted by the United States Railroad Administration. <sup>29</sup> The proportion of taxes applicable to prior accounting periods, back taxes for a number of years having been levied and paid in 1913 and charged out through income of 1913 and 1914. <sup>30</sup> Includes \$11,375 "Cancellation of interest on bonds to December 31, 1913". <sup>31</sup> Under "Miscellaneous credits" to surplus are included \$1,100,000 of interest accrued and unpaid July 1, 1913, written off; \$8,100,000 of interest accrued with Metropolitan C. & O. Co. in 1913, written off; \$10,991 adjustment of tax account. "Unclassified Miscellaneous debits" to surplus is included \$10,932 account with P. H. Flynn, written off. In addition to the above, each of these items includes

\$2,850,000 as the result of a transaction whereby \$2,450,000 bonds and \$400,000 capital stock of the respondent were retired during the year and "Fixed capital December 31, 1908," correspondingly reduced. <sup>32</sup> Formerly the Penn Yan.

<sup>23</sup> "Cancellation of outstanding bills and accounts as part consideration of the transfer of a controlling interest in the company's capital stock." <sup>34</sup> In-

<sup>36</sup> Reported as a balancing adjustment due to unexplained discrepancies in the company's books when they were taken over by the Receiver.

## RAILROAD CORPORATIONS, JUNE 30, 1914 (concluded)

the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Berkshire Street Railway Company, Western New York and Athens Traction Company.

their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 209.

Line No.	Item	Putnam & Westchester Traction 62	Suffolk Traction 63	Babylon 64	Northport Traction 65	Paul Smith's El. Light & Power & Railroad 66	Adirondack Lakes Traction 67	Lima-Honeoye Light & Railroad 68	Line No.
		<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Cash.....	288	254	38	3,146	412	663	252	1
2	Other current assets.....	1,605	4,707	456	160	15,888	2,900	1,605	2
3	Materials and supplies.....			689		7,974	290	72	3
4	Miscellaneous investments.....								4
5	Electric railroad fixed capital.....	147,920	999,388	206,686	50,311	160,576	157,144	<sup>24</sup> 11,426	5
6	Other fixed capital.....					627,095		8,038	6
7	Miscellaneous temporary debits.....	1,190	344	130		1,703		7	7
8	Corporate deficit.....	5,798			6,735		63,755	17,659	8
9	Totals.....	156,801	1,004,693	207,999	60,352	\$13,557	224,662	39,060	9
10	Unfunded debt.....	10,534	1,661	171,686	8,937	37,927	70,662	33,999	10
11	Funded debt.....	71,009	500,000			490,090	94,000		11
12	Reserve for replacement and renewals.....								12
13	Accrued amortization of capital.....	267			6,414	7,506			13
14	Other reserves including suspense credit balances.....							61	14
15	Capital stocks.....	75,000	500,000	25,000	45,000	200,000	60,000	5,000	15
16	All other credit balances.....								16
17	Corporate surplus.....		3,032	11,313		168,124			17

<sup>24</sup> Expenditures on road and equipment of leased lines.

## ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (concluded)

Figures in *italics* denote losses during year and deficits.

Line No.	Item	Putnam & Westchester Traction 62	Suffolk Traction 63	Babylon 64	Northport Traction 65	Paul Smith's El. Light & Power & Railroad 66	Adirondack Lakes Traction 67	Lima-Honeoye Light & Railroad 68	Line No.
		<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Operating revenues, electric railroad.....	12,359	11,884	11,392	11,237	8,862	<sup>37</sup> 7,937	6,398	1
2	Operating expenses, electric railroad.....	10,140	10,883	13,444	9,731	4,383	<sup>37</sup> 7,844	10,877	2
3	Net operating revenues, electric railroad.....	2,219	1,000	<i>2,052</i>	1,506	4,479	63	<i>4,479</i>	3
4	Taxes accrued, electric railroad.....	559	736	2,114	432	500	542	214	4
5	Operating income, electric railroad.....	1,660	265	<i>4,166</i>	1,075	3,979	<i>479</i>	<i>4,694</i>	5
6	Net income other operations.....					54,443		1,199	6
7	Total operating income.....	1,660	265	<i>4,166</i>	1,075	58,422	<i>479</i>	3,495	7
8	Non-operating income:								8
9	Rents accrued from lease of road.....								9
10	Other rents, credits.....		83			144			10
11	Interest revenues.....		21			17			11
12	Dividends on stocks owned.....								12
	All other non-operating revenues.....			8		415			
13	Total non-operating revenues.....		104	8		576			13
14	Non-operating revenue deductions.....					111			14
15	Total non-operating income.....		104	8		465			15
16	Gross income.....	1,660	369	<i>4,158</i>	1,075	58,886	<i>479</i>	<i>3,495</i>	16
17	Deductions from gross income:								17
18	Interest accrued on funded debt.....	3,550				20,090	4,703		18
19	Other interest deductions.....	313		175		1	822	565	19
20	Rents for lease of other roads and equipment.....							10	20
21	Other rents, debits.....	53			309				21
22	Sinking fund deductions.....								22
23	Other contractual deductions.....								23
	Amortization charged to income.....	46							
24	Total deductions from gross income.....	3,962		175	300	19,999	5,522	575	24
25	Net corporate income.....	<i>2,302</i>	369	<i>4,333</i>	775	38,887	6,001	<i>4,070</i>	25
26	Surplus or deficit June 30, 1913.....	<i>3,497</i>	2,663	17,377	7,510	129,638	<i>57,754</i>	<i>14,689</i>	26
27	Miscellaneous credits.....					138		<sup>38</sup> 1,200	27
28	Dividends declared:								28
29	On preferred stock.....								29
30	On common stock.....								30
31	Realized depreciation not covered by reserves.....			853		469			31
	Miscellaneous debits.....			878		70		100	
32	Surplus or deficit June 30, 1914.....	<i>5,798</i>	3,032	11,313	<i>6,735</i>	168,124	<i>63,755</i>	<i>17,659</i>	32

<sup>37</sup> Electric railroad operations conducted from July 1, 1913, to September 30, 1913; and from May 23, 1914, to June 30, 1914.

<sup>38</sup> "Amount alleged to be due lessor" written off.



TABLE 203: INVESTMENTS, OPERATING ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914

The items shown are those included under the head of "Miscellaneous investments" in the Balance Sheet, Table 201; these are divided into two groups: A, Free Investments; and B, Pledged or Otherwise Bound Investments. In each group the items are classified as follows: 1, bonds of companies independent of the respondent; 2, other funded debt of independent companies; 3, stocks of independent companies; 4, bonds of system corporations; 5, other funded debt of system corporations; 6, stocks of system corporations; 7, advances to system corporations; 8, land; 9, improvements on land; 10, all other investments.

Only those corporations are included which report such items as held at some time during the year.

The corporations are named in the order of their average revenues from street and interurban railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 209.

Corp'n No.	Group and class	Name of corporation and description of investment	Characteristics of securities held		Par value of amount held	Date of acquisition	Actual money cost	Book value	Income accrued during year
			Rate of int. or con. div.	Date of maturity					
1	.....	<b>New York State Railways:</b>	%		Dollars		Dollars	Dollars	Dollars
A3		Driving Park Land Association.....			1,000	Apr 1, 1890	1,370	1,370	590
A3		Utica Hotel Corporation.....			5,000	Mar 3, 1911	5,000	5,000	
A3		Utica Field Club.....			700	Mar 2, 1911	700	700	
A3		Utica Field Club.....			400	Feb 13, 1912	400	400	
A3		Utica Field Club.....			150	Mar, 1907	150	150	
A3		Utica Field Club.....			750	Apr, 1909	750	750	
A3		Onondaga County Fair Association common.....			600	1904	200	200	
A6		Valley Amusement Co.....			300	Nov 5, 1910	300	1	
A6		Glen Haven Improvement Co.....			14,500	1903	14,500	14,500	
A6		Ontario Light and Traction Co.....			100,000	Mar 22, 1909	100,000	100,000	
A6		Canandaigua Gas Light Co.....			3,050	Various	3,008	2,008	
A6		East Side Traction Co. common.....			300,000	1899	36,377	36,377	
A6		Syracuse Land and Steamboat Co.....			10,000	1897	10,347	10,347	
A6		Syracuse and Valley Land Co.....			4,450	1910	4,450	4,450	
B6		Schenectady Ry. Co.....	6		2,050,000	Mar 22, 1909	2,050,000	2,050,000	123,000
B6		Rochester Electric Ry. Co.....	16.36		173,900	Mar 5, 1910	173,900	173,900	28,458
B6		Rochester Electric Ry. Co.....	16.36		800	May, 1912	2,400	2,400	131
		Totals.....						2,402,553	152,089
2	.....	<b>International:</b>							
A1		Clifton Hotel Co., Limited, 2nd mtge. real estate and 1st mtge. furniture gold bonds.....	6	Jul 1, 1916	12,300	Jul 1, 1911	12,300	12,300	
A1		Buffalo Board of Trade 1st mtge.....	5	May 1, 1918	250	Aug 6, 1908	250	250	13
A3		Clifton Hotel Co., Limited.....			15,000	Sep 1, 1903	15,000	15,000	
B4		International Ry. Co. reldg. and improvement gold.....	5	Nov 1, 1962	137,000	1913, 1914	124,800	124,800	
		Totals.....						152,350	13
3	.....	<b>United Traction:</b>							
A1		Glen F., Sandy H. and Ft. Edward St. Ry. Co. 1st mtge.....	6	Jul 1, 1912	100,000	1911, 1912	100,000	100,000	6,000
A1		Glen F., Sandy H. and Ft. Edward St. Ry. Co. 2nd mtge.....	6	Jul 1, 1913	50,000	Jul 1, 1913	50,000	50,000	3,000
A1		Stillwater and Mechanicville St. Ry. Co. 1st mtge.....	6	Apr 1, 1913	47,500	1913	47,500	47,500	2,850
A1		Stillwater and Mechanicville St. Ry. Co. consol. mtge.....	6	Apr 1, 1913	202,500	1913	202,500	202,500	12,120
A3		Troy and Cohoes R.R. Co.....			150	Dec 9, 1904	195	195	10
A3		Electric Express Co.....			10,700	Jul 12, 1911	10,700	10,700	
A4		Hudson Valley Ry. Co. consol. mtge.....	5	Jul 1, 1951	2,103,000				105,150
A4		Hudson Valley Ry. Co. non-cum. inc. "A" deb. gold.....	5	Jan 1, 1951	454,800				
A4		Hudson Valley Ry. Co. non-cum. inc. "B" conv. deb. g'd.....	2	Jan 1, 1951	2,500,000	Dec 31, 1906	6,769,150	6,769,150	
A6		Hudson Valley Ry. Co.....			2,909,100				
A6		Waterford and Cohoes R.R. Co.....			17,700	Jan 1, 1900	2,404	26,843	1,239
A6		Capitol Ry.....			10,000	Various	10,000	10,000	
A6		Forest Park Ry. Co.....			1,600	May 21, 1907	12,981	12,981	
A6		First Co. Great Western Turnpike Road Co.....			27,405	Mar 31, 1907		1	
A7		Capitol Ry.....			95,577		95,577	95,577	
B4		Cohoes Ry. Co. 1st mtge.....	5	May 1, 1924	84,000	May 1, 1904	84,000	84,000	
B6		Cohoes Ry. Co.....			120,000	1904-1909		120,000	9,600
		Totals.....						7,529,448	139,969
4	.....	<b>Empire United Railways, Inc.:</b>							
A4		Onondaga Amusement Co.....	5	May 15, 1916	20,000	Mar 1, 1909	31,584	20,000	
A6		Electric Terminal Association.....			25,000	Oct 28, 1906			
		Totals.....						20,000	
5	.....	<b>Schenectady:</b>							
A3		Rexford Flats Bridge Co.....			2,000	Jan, 1902	2,500	2,500	300
A6		Electric Express Co.....			7,100	Oct, 1902	7,100	7,100	
		Totals.....						9,600	300
6	.....	<b>Buffalo and Lake Erie Traction:</b>							
A3		Jamestown, Chautauqua and Lake Erie Ry. Co.....			404,100		3	404,100	
A6		Dunkirk Street Ry. Co.....			750,000		4	750,000	
A3		Erie Exhibition Co.....			200	Apr, 1912	200	200	
B3		Niagara and Erie Power Co.....			7,600	Various	7,600	7,600	5
B3		Erie and Suburban Ry. Co. com.....			250,000	Dec 6, 1911			2,708
B3		Erie and Suburban Ry. Co. pref.....			10,000	May 25, 1912			698
		Totals.....						1,161,900	3,406
7	.....	<b>Hudson Valley:</b>							
A3		Indian River Co.....			1			1	
A6		Warren County Electric Light, Heat and Power Co.....			10,000		7	10,000	
A6		Kayaderos Park Co.....			960			960	
A6		Electric Express Co.....			7,200	Jul 21, 1911	7,200	7,200	
B4		North River Ry. Co.....	5	Jan 1, 1952	200,000	Dec 20, 1905	8	200,000	
B4		Fort William Henry Hotel Co.....	4	Jul 18, 1951	45,000			40,000	1,800
B6		North River Ry. Co.....	5		200,000	Dec 20, 1905	8	200,000	
		Totals.....						458,161	1,800
12	.....	<b>Binghamton:</b>							
		Income from securities disposed of during year.....							500

<sup>1</sup> \$7,500,000 capital stock of respondent issued in exchange for these and certain other securities of Hudson Valley Railway Company which have since matured.

<sup>2</sup> Four shares purchased for \$404; remainder turned over to respondent at time of consolidation.

<sup>3</sup> Exchanged for capital stock of respondent, par for par.

<sup>4</sup> Acquired along with other property in exchange for first and refunding bonds of respondent; it is reported that the amount of such bonds applicable to the acquisition of this stock alone is not now determinable.

<sup>5</sup> Dividends accruing to this company on stock of Niagara and Erie Power Company are paid to Erie and Suburban Railway Company, by agreement whereby the stock was deposited with the trustee of Erie and Suburban Railway Company as further security for that company's mortgage.

<sup>6</sup> Includes \$100,000 par value held by virtue of respondent's lease of Erie Electric Motor Company, the stockholder of record.

<sup>7</sup> "Acquired under consolidation June 30, 1901."

<sup>8</sup> "Secured at time of reorganization December 20, 1905, by means of debenture bonds issued in exchange."

TABLE 203: INVESTMENTS, OPERATING ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (concluded)

The items shown are those included under the head of "Miscellaneous investments" in the Balance Sheet, Table 201; these are divided into two groups: A, Free Investments; and B, Pledged or Otherwise Bound Investments. In each group the items are classified as follows: 1, bonds of companies independent of the respondent; 2, other funded debt of independent companies; 3, stocks of independent companies; 4, bonds of system corporations; 5, other funded debt of system corporations; 6, stocks of system corporations; 7, advances to system corporations; 8, land; 9, improvements on land; 10, all other investments.

Only those corporations are included which report such items as held at some time during the year.

The corporations are named in the order of their average revenues from street and interurban railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 209.

Corp'n No.	Group and class	Name of corporation and description of investment	Characteristics of securities held		Par value of amount held	Date of acquisition	Actual money cost	Book value	Income accrued during year
			Rate of int. or con. div.	Date of maturity					
13	A6 A A8	<b>Western New York and Pennsylvania Traction:</b> Shingle House R.R. Co..... Clark Brothers Co..... Jersey farm..... Totals.....	% ..... ..... ..... .....	..... ..... ..... ..... .....	Dollars 40,000 6,600 3,500 .....	..... ..... ..... ..... .....	Dollars ..... ..... ..... ..... .....	Dollars 5,000 6,600 575 12,175	Dollars ..... ..... ..... ..... .....
14	A1 A3 A3 A3 A3	<b>Auburn and Syracuse Electric:</b> Skaneateles Lake Transportation Co..... Skaneateles Lake Transportation Co..... Edgecliff Park Co..... Syracuse Terminal Association..... Syracuse Terminal Association..... Totals.....	6 ..... ..... ..... ..... .....	Jun 1, 1915 ..... ..... ..... ..... .....	8,500 25,000 25,000 12,500 12,500 .....	May 20, 1907 Jun 29, 1905 Nov 16, 1914 Jul 31, 1906 Jun 15, 1914 .....	7,650 ..... 500 ..... 500 .....	7,650 ..... 500 ..... 500 8,650	..... ..... ..... ..... ..... .....
16	A1 A1 A3	<b>New York, Westchester and Boston:</b> Reading, Jersey Central collateral trust..... City of New York stock..... City and County Contract Co..... Income from securities disposed of during year..... Totals.....	4 3.5 ..... ..... .....	Apr, 1951 Jan 1, 1935 ..... ..... .....	21,000 25,000 690,000 ..... .....	Mar, 1905 1905 Jan 19, 1910 ..... .....	20,199 24,469 690,000 ..... .....	20,199 24,469 1 ..... 44,669	840 875 ..... 3,354 5,069
18	A6 B4 B6 B5 B6 B6 B7 B7 B7	<b>Elmira Water, Light and Railroad:</b> West Water Street R.R. Co..... Elmira and Seneca Lake Traction Co. 1st..... Elmira and Seneca Lake Traction Co..... Elmira and Seneca Lake Ry. Co. notes..... Roricks Glen Park Association..... West Water Street R.R. Co..... Elmira and Seneca Lake Traction Co..... West Water Street R.R. Co..... Roricks Glen Park Association..... Totals.....	..... 5 ..... ..... ..... ..... ..... ..... ..... .....	..... 1926 ..... ..... ..... ..... ..... ..... ..... .....	825 200,000 200,000 120,000 5,000 17,500 7,266 ..... ..... .....	1911, 1914 1907 1907 1907 1900 1900 ..... ..... .....	375 ..... ..... ..... ..... ..... ..... ..... ..... .....	375 477,000 ..... ..... ..... ..... 7,266 21,526 43,901 550,068	..... 10,000 ..... ..... ..... ..... ..... ..... ..... 10,000
21	A3 A8	<b>Otsego and Herkimer:</b> Hartwick Power Co..... Real estate..... Totals.....	..... ..... ..... .....	..... ..... ..... .....	10,000 40,000 ..... .....	Jul 1, 1913 Jul 1, 1913 ..... .....	..... ..... ..... .....	10,000 40,000 50,000 .....	..... ..... ..... .....
23	A1 A3 A3	<b>Niagara Gorge:</b> Lewiston, Youngstown Frontier Ry. Co..... Lewiston, Youngstown Frontier Ry. Co..... Fort Niagara Beach Co. Inc..... Totals.....	6 ..... ..... ..... .....	Jun 1, 1916 ..... ..... ..... .....	150,000 134,000 1,000 .....	Apr 1, 1907 Apr 1, 1907 Jun 25, 1914 .....	57,400 ..... 1,000 .....	57,400 ..... 1,000 58,400	..... ..... ..... .....
25	B1	<b>Orange County Traction:</b> Central Hudson Steamboat Co..... Totals.....	5 ..... .....	1919 ..... .....	6,000 ..... .....	Dec, 1910 ..... .....	5,426 ..... .....	6,000 ..... .....	300 ..... .....
28	B1	<b>Kingston Consolidated:</b> New York City..... Totals.....	4 ..... .....	Nov 1, 1958 ..... .....	5,000 ..... .....	Jun 30, 1914 ..... .....	5,000 ..... .....	5,000 ..... .....	..... ..... .....
29b	B8	<b>Ithaca Traction Corporation:</b> Real estate..... Totals.....	..... ..... .....	..... ..... .....	..... ..... .....	1914 ..... .....	27,300 ..... .....	27,300 ..... .....	165 ..... .....
33	B8	<b>Geneva, Seneca Falls and Auburn:</b> <sup>10</sup> Real estate..... Totals.....	..... ..... .....	..... ..... .....	..... ..... .....	Jul 1, 1914 ..... .....	2,983 ..... .....	2,983 ..... .....	..... ..... .....
34	B6	<b>Waverly, Sayre and Athens Traction:</b> Sayre Ry. Co..... Totals.....	..... ..... .....	..... ..... .....	200,000 ..... .....	1906 ..... .....	..... ..... .....	200,000 ..... .....	..... ..... .....
35	A6	<b>Syracuse and South Bay Electric:</b> Oneida Lake Terminal Co..... Totals.....	..... ..... .....	..... ..... .....	4,000 ..... .....	Jun 30, 1907 ..... .....	4,000 ..... .....	4,000 ..... .....	..... ..... .....
38	A3	<b>Wallkill Transit:</b> Middletown Base Ball Club..... Totals.....	..... ..... .....	..... ..... .....	200 ..... .....	Aug, 1913 ..... .....	200 ..... .....	200 ..... .....	..... ..... .....
40	B10	<b>Peekskill Lighting and Railroad:</b> Insurance participation certificates..... Totals.....	..... ..... .....	..... ..... .....	..... ..... .....	..... ..... .....	..... ..... .....	5,576 ..... .....	120 ..... .....
41	AS	<b>Corning and Painted Post Street:</b> Real estate..... Totals.....	..... ..... .....	..... ..... .....	..... ..... .....	1903 ..... .....	500 ..... .....	500 ..... .....	..... ..... .....
56	B3 B8 B10	<b>Penn Yan &amp; Lake Shore:</b> <sup>11</sup> Taylor Chemical Co..... Branchport, N. Y., dock property..... Motor boat for use at park..... Totals.....	..... ..... ..... ..... .....	..... ..... ..... ..... .....	..... ..... ..... ..... .....	..... ..... ..... ..... .....	2,605 2,733 175 .....	2,605 2,733 175 5,513	..... ..... ..... ..... .....
61	A9	<b>Syracuse, Watertown and Saint Lawrence River:</b> Installing poles and wires for transmission of power..... Grand totals.....	..... ..... .....	..... ..... .....	1,692 ..... .....	1913 ..... .....	1,692 ..... .....	1,692 19,485,888 314,061	330 ..... .....

<sup>9</sup> Exchanged for equal amount of first consolidated bonds of respondent.

<sup>10</sup> Successor to the Geneva and Auburn Railway Company; see statement Organization, etc.

<sup>11</sup> Formerly Penn Yan, Keuka Park and Branchport Railway; see statement Organization, etc.



TABLE 204: COST OF ROAD AND EQUIPMENT, OPERATING ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914

The figures given are for the corporation as a whole; they are not segregated according to state lines. The corporations operating both within and without the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Berkshire Street Railway Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.

Expenditures since December 31, 1908, as well as those during the year are shown according to the officially prescribed classification, the totals of the balances in accounts representing the road and equipment reported as of December 31, 1908, and still in service being shown on line 55. Figures in *italics* denote credits.

The corporations are named in the order of their average revenues from street and interurban railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 209.

Line No.	Name of account	New York State Railways 1	International 2	United Traction 3	Empire United Railways, Inc. 4	Schenectady 5	Buffalo & Lake Erie Traction 6	Line No.
		Fixed capital installed since Dec. 31, 1908	Net increase during year	Balance at close of year	Fixed capital installed since Dec. 31, 1908	Net increase during year	Balance at close of year	
		Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	
1	Organization.....	158,397			39,456			1
2	Franchises.....	251			5,050			2
3	Patent-rights.....							3
4	Other intangible street railroad capital.....							4
5	Right of way.....	126,078	4,348	8,737	1,830,281	4,020	22,148	5
6	Other street railroad land.....	94,690		19,156	729,962		183	6
7	Grading.....	2,296	55,697	102,255	33,776	3,795	53,018	7
8	Ballast.....	91,053	217,226	154,166	1,007,800	1,980	22,150	8
9	Ties.....	57,886	66,914	130,104	257,289	7,968	4,540	9
10	Rails, rail fastenings, and joints.....	72,988	201,852	154,808	218,228	2,107	1,374	10
11	Special work.....	469,390	199,646	462,980	404,765	10,104	63,367	11
12	Underground construction.....	74,826	214,641	234,295	86,613	2,618	58,461	12
13	Track laying and surfacing.....	409,383	119,871	349,069	227,240	5,535	29,069	13
14	Paving.....	525,120	776,841	22,738	147,378	31,040	80,965	14
15	Roadway tools.....	17,386	2,509	4,388	488	549	1,204	15
16	Tunnels.....							16
17	Elevated structures and foundations.....							17
18	Bridges, trestles, and culverts.....	70,617	33,361	82,080	423,982	420	73,699	18
19	Crossings, fences, and signs.....	2,716	8,990	89,122	86,953	491	4,453	19
20	Interlocking and other signal apparatus.....	233,063	15,648	20,334	38,409	237	338	20
21	Telephone and telegraph lines.....	3,340	4,973	10	8,343		4,438	21
22	Poles and fixtures.....	62,446	163,867	41,393	224,086	93	6,590	22
23	Underground conduits.....	4,198	36,727		115,271	22	499	23
24	Transmission system.....	3,887	45,821		342,365	143	18,395	24
25	Distribution system.....	69,274	44,012	124,173			194	25
26	Dams, canals, and pipe lines.....							26
27	Power plant buildings.....							27
28	Sub-station buildings.....	61,580	3,866	52,138	58,593	110	778	28
29	General office buildings and equipment.....	48,767	61,960	209	42,003	42,003	556	29
30	Shops and car-houses.....	47,986	2,803	368	250,239	4,600	33,550	30
31	Shops, waiting rooms, and miscellaneous buildings.....	42,827	145	735	71,379	984	8,244	31
32	Docks and wharves.....							32
33	Park area, resort properties.....	3,855						33
34	Furnace, boilers, and accessories.....							34
35	Stream engines.....							35
36	Turbines and water-wheels.....							36
37	Gas power equipment.....							37
38	Power plant electric power equipment.....							38
39	Miscellaneous power plant equipment.....							39
40	Sub-station equipment.....	11,068						40
41	Cable power equipment.....	86,236	14,074	117,292	145,494	27,918	1,566	41
42	Shop equipment.....							42
43	Locomotives.....	2,683	38,616	16,932	18,896	703	2,453	43
44	Revenue cars.....	313,372	17,160	17,169				44
45	Electric equipment of cars.....	881,574	54,689	1,858,242	252,378	20,824	25,724	45
46	Other rail equipment.....	38,313	340,145	3,258	181,054	34	18,447	46
47	Miscellaneous equipment.....	10,201	3,866	580	41,181		10,318	47
48	Engineering and superintendence.....	10,052	2,191	32,409	4,913	2,080	1,647	48
49	Law expenditures during construction.....	10,942	94		194,307	603	22,942	49
50	Inquiries during construction.....				53,957		5,305	50
51	Taxes during construction.....	5,487					251	51
52	Interest during construction.....						4,907	52
53	Miscellaneous construction expenditures.....	11,593	25	17,306	263,142	610	3,277	53
54	Totals road and equipment since December 31, 1908.....	2,157,525	1,082,601	5,282,206	9,594,696	130,711	1,503,006	54
55	Road and equipment December 31, 1908.....	40,091,656	33,514,688	110,851,823	10,840,452	6,153,309	13,688,293	55
56	Total cost of road and equipment.....	46,722,609	38,796,894	111,383,498	20,435,148	7,099,440	15,191,299	56
57	Statistics:							57
58	Average cost of road and equipment per mile owned.....	270.90	198.51	47.77	136.11	58.63	98.58	58
		\$172.472	\$193,440	\$238,298	\$150,137	\$121,089	\$154,101	

<sup>1</sup> Includes expenditures on leased lines.

<sup>2</sup> Includes \$894 expenditures on leased lines incurred during the year.

<sup>3</sup> Includes credit of \$2487 on account of "Road built by contract".

<sup>4</sup> Includes \$811,265 "Road built by contract".

TABLE 204: COST OF ROAD AND EQUIPMENT, OPERATING ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

The figures given are for the corporation as a whole; they are not segregated according to state lines. The corporations operating both within and without the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Berkshire Street Railway Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.

Expenditures since December 31, 1908, as well as those during the year are shown according to the officially prescribed classification, the totals of the balances in accounts representing the road and equipment reported as of December 31, 1908, and still in service being shown on line 53. Figures in *italics* denote credits.

The corporations are named in the order of their average revenues from street and interurban railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 203.

Line No.	Name of account	Berkshire Street 7		Hudson Valley 8		Yonkers 9		Westchester Electric 11		Binghamton 12		Western New York & Pennsylvania Traction 13		Line No.
		Fixed capital installed since Dec. 31, 1908	Balance at close of year	Fixed capital installed since Dec. 31, 1908	Balance at close of year	Fixed capital installed since Dec. 31, 1908	Balance at close of year	Fixed capital installed since Dec. 31, 1908	Balance at close of year	Fixed capital installed since Dec. 31, 1908	Balance at close of year	Fixed capital installed since Dec. 31, 1908	Balance at close of year	
		Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	
1	Organization.....													1
2	Franchises.....													2
3	Patent-rights.....													3
4	Other intangible street railroad capital.....													4
5	Right of way.....	38,364	43,205			889	9,944	101	177					5
6	Other street railroad land.....													6
7	Grading.....	1,389	4,125	2,536	7,398	1,132	1,132	851	2,683	1,695	1,795			7
8	Ballast.....	53	2,500	9,767	15,337				10,543	22,300	6,850	1,114	4,432	8
9	Ties.....	733	5,820	9,233	6,171	15,339	18,034	4,297	8,928	797	2,006	727	3,969	9
10	Rails, rail fastenings, and joints.....	6,616	14,190	3,888	37,199	45,525	70,198	10,331	6,391	28,281	181	16,711	13,209	10
11	Special work.....	4,050	13,129	1,041	10,445	21,293	26,789	408	9,398	6,878	1,248	12,626	12,588	11
12	Underground construction.....													12
13	Track laying and surfacing.....	1,312	14,618	1,933	13,702	31,410	52,703	4,719	29,121	5,363	15,922	31,239	31,239	13
14	Paving.....	1,955	12,384	21,547	102,919	99,210	115,819	48,879	132,536	7,948	6,786	29,596	29,596	14
15	Roadway tools.....		17		82		910	747	1,758			219		15
16	Tunnels.....													16
17	Elevated structures and foundations.....													17
18	Bridges, trestles, and culverts.....	668	4,770	517	7,749				961	627		275	2,231	18
19	Crossings, fences, and signs.....	85	255		2,450	176	855		200			1,713	1,713	19
20	Interlocking and other signal apparatus.....	799			315				540			20	38	20
21	Telephone and telegraph lines.....	49	1,980		3,650							243	243	21
22	Poles and fixtures.....	101	8,940	86	3,650				3,918			5,900	5,900	22
23	Underground conduits.....													23
24	Transmission system.....	228	31,681		642	53,601	2,067		2,067					24
25	Distribution system.....	1,795	20,547	487	8,067	5,014	15,322	11,181	16,057	2,304	9,457	1,058	8,716	25
26	Dams, canals, and pipe lines.....													26
27	Power plant buildings.....	231,762	281,629							17,332			2,068	27
28	Sub-station buildings.....		29,713										5,087	28
29	General office buildings and equipment.....	4,678	4,678		275	1,518	2,789	3,358	48,106	589		888	888	29
30	Shops and car-houses.....	130,285	130,719		1,871	4,218	50,389		3,558	7,043		6,356	6,356	30
31	Stations, waiting rooms, and miscellaneous buildings.....	257	2,225		119					644		1,113	1,401	31
32	Docks and wharves.....		100										220	32
33	Park and resort properties.....				353								1,267	33
34	Furnaces, boilers, and accessories.....												162	34
35	Steam engines.....				254									35
36	Turbines and water-wheels.....													36
37	Gas power equipment.....													37
38	Power plant electric equipment.....	545,691	671,380										18,262	38
39	Miscellaneous power plant equipment.....												6,991	39
40	Sub-station equipment.....	285	28,104										2,082	40
41	Cable power equipment.....													41
42	Shop equipment.....	13,910	14,129		265								847	42
43	Locomotives.....													43
44	Electric cars.....	3,036	16,883	15,794	50,356								20,483	44
45	Other rail equipment.....	220	17,571	4,918	19,899								14,295	45
46	Miscellaneous equipment.....	401	401		708								2,370	46
47	Engineering and superintendence.....	3,141	8,347										3,238	47
48	Law expenditures during construction.....		612										2,175	48
49	Injuries during construction.....													49
50	Taxes during construction.....													50
51	Interest during construction.....													51
52	Miscellaneous construction expenditures.....		655											52
53	Totals road and equipment since December 31, 1908.....	\$988,831	\$2,238,220	62,655	354,705	232,678	474,615	85,562	339,708	66,947	396,561	26,105	256,858	53
54	Road and equipment December 31, 1908.....													54
55	Total cost of road and equipment.....	\$4,385,331	\$9,299,427	9,299,427	\$4,385,331	3,273,678	2,308,474	2,308,474	2,708,182	2,826,769	4,832,645			55
56	Statistics:													56
57	Miles of road owned.....	110.33	112.04			28.32	30.79	30.79		30.91				57
58	Average cost of road and equipment per mile owned.....	\$60,034	\$86,167			\$132,355	\$87,957	\$87,957		\$101,369				58

<sup>a</sup> Respondent acquired by lease effective February 1, 1913, the road of The Hoosick Falls Railroad Company which brought it within the jurisdiction of the Public Service Commission, Second District. Its expenditures for fixed capital have therefore been classified according to the Uniform System of Accounts adopted by the Commission since July 1, 1912, instead of since December 31, 1908. Such expenditures include an undistributed item \$852,855, "Cost of road purchased" during that period, and a credit of \$862 to that account, which are included in the totals of their respective columns but not otherwise shown. Expenditures reported cover both owned and leased lines.

<sup>b</sup> \$55,673 claimed by respondent to be a net adjustment for interest during prior periods of construction not previously taken into capital accounts has been credited to surplus on the company's books and charged to capital. This transaction has been questioned by the Commission's examiners as contrary to the provisions of the Commission's Uniform System of Accounts for Street Railroads, and in the absence of a satisfactory explanation it is disregarded in the preparation of these abstracts, so that the fixed capital shown is less and the corporate deficit greater by \$55,673 than the corresponding figures on the company's books and in its reports.



TABLE 204: COST OF ROAD AND EQUIPMENT, OPERATING ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

The figures given are for the corporation as a whole; they are not segregated according to state lines. The corporations operating both within and without the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Berkshire Street Railway Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railroad Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.

Expenditures since December 31, 1908, as well as those during the year are shown according to the officially prescribed classification, the totals of the balances in accounts representing the road and equipment reported as of December 31, 1908, and still in service being shown on line 55. Figures in *italics* denote credits.

The corporations are named in the order of their average revenues from street and interurban railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 209.

Line No.	Name of account	Auburn & Syracuse Electric 14		Buffalo, Lockport & Rochester 15		New York, Westchester & Boston 16		New York & Stamford 17		Elmira Water, Light & Railroad 18		Jamestown Street 19		Line No.
		Fixed capital installed since Dec. 31, 1908	Balance at close of year	Fixed capital installed since Dec. 31, 1908	Balance at close of year	Fixed capital installed since Dec. 31, 1908	Balance at close of year	Fixed capital installed since Dec. 31, 1908	Balance at close of year	Fixed capital installed since Dec. 31, 1908	Balance at close of year	Fixed capital installed since Dec. 31, 1908	Balance at close of year	
		Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	
1	Organization.....													1
2	Franchises.....													2
3	Patent-rights.....													3
4	Other intangible street railroad capital.....													4
5	Right of way.....	725	5,521	1,073	5,521	32,933	5,123,575		1,625	1,800	4,212		8	5
6	Other street railroad land.....		18,704		13,599	25,784	2,713,948		10,813	13,457				6
7	Grading.....		9,050		13,829	1,193	332,823		68	3,852				7
8	Ballast.....		6,637		22,796	751	222,226		8,276	10,449				8
9	Ties.....		5,039		25,101	442	399,297		7,337	7,147				9
10	Rails, rail fastenings, and joints.....		13,617		4,596		108,383		21,433	12,024				10
11	Special work.....		6,628						717	4,009				11
12	Underground construction.....													12
13	Track laying and surfacing.....		6,689		17,074	606	178,509		3,279	13,040				13
14	Paving.....		51,382		21,284		15,573		65	2,124				14
15	Roadway tools.....		119		1,628	559	942,116			560				15
16	Tunnels.....													16
17	Elevated structures and foundations.....													17
18	Bridges, trestles, and culverts.....		400		9,913	68,691	2,337,734		22	256				18
19	Crossings, fences, and signs.....		2,321		11,160	81,724	743,568		137	156				19
20	Interlocking and other signal apparatus.....				1,619	81,635	759,895		3	833				20
21	Telephone and telegraph lines.....				1,434	173	256,237		189	2,552				21
22	Poles and fixtures.....		1,889		4,149	761	337,055		663	3,931				22
23	Underground conduits.....													23
24	Transmission system.....		1,123		3,916				389					24
25	Distribution system.....		17,481		6,356		296,845		454	8,887				25
26	Dams, canals, and pipe lines.....													26
27	Power plant buildings.....		349											27
28	Sub-station buildings.....				1,059				91					28
29	Generator buildings and equipment.....				66,065		66,720		5,595					29
30	Sheds and warehouses.....				1,250		102,759		252	1,860				30
31	Stables, waiting-rooms, and miscellaneous buildings.....		150		17,416		69,440		786	41,338				31
32	Docks and wharf properties.....								912					32
33	Park and resort properties.....		466											33
34	Furnaces, boilers, and accessories.....													34
35	Steam engines.....													35
36	Turbines and water-wheels.....													36
37	Gas power equipment.....													37
38	Power plant electric equipment.....													38
39	Miscellaneous power plant equipment.....													39
40	Sub-station equipment.....	273			16,815									40
41	Cable power equipment.....													41
42	Shop equipment.....													42
43	Locomotives.....		633		3,150		30,685		13,216	3,383				43
44	Revenue cars.....													44
45	Electric equipment of cars.....		20,168		39,366		448,059		320	84,819				45
46	Other rail equipment.....		14,771		43,239		306,426		74,969	50,353				46
47	Miscellaneous equipment.....		165		4,612		27,695		4,182					47
48	Engineering and superintendence.....		1,458		4,314									48
49	Law expenditures during construction.....		1,298		5,519		628,121		1,778	2,818				49
50	Injuries during construction.....		5		7,634		471,927		15	4,681				50
51	Taxes during construction.....				1,405		178,082			421				51
52	Interest during construction.....		5,040											52
53	Miscellaneous construction expenditures.....		4,499		75		647,518		51	64				53
54	Totals road and equipment since December 31, 1908.....	5,821	256,930	4,846	310,025	258,012	22,602,177	83,854	602,604	45,510	7,577,535	104,621	332,927	54
55	Road and equipment December 31, 1908.....	3,344,669		7,836,862				1,184,026		850,349		700,810		55
56	Total cost of road and equipment.....	3,601,599		8,146,887		22,602,177		1,786,631		1,427,884		1,033,737		56
57	Miles of road owned.....	36.02		54.32		18.03		15.76		20.19		20.87		57
58	Average cost of road and equipment per mile owned.....	\$99,989		\$149,980		\$1,253,587		\$113,365		\$70,722		\$49,532		58

\* Includes \$213,929 representing book value of West Side Railroad Company, which property was formerly leased by Elmira Water, Light and Railroad Company but was transferred to the latter corporation by merger in 1911. This amount has never been distributed in accordance with the prescribed classification, having been treated in this respect as though parent corporation had full title to property from the beginning.

TABLE 204: COST OF ROAD AND EQUIPMENT, OPERATING ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

The figures given are for the corporation as a whole; they are not segregated according to state lines. The corporations operating both within and without the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Berkshire Street Railway Company, New York and Stamford Traction Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.

The figures are segregated according to the following classification, the totals of the balances in accounts representing the road and equipment reported as of December 31, 1908, and still in service being shown on line 55. Figures in *italics* denote credits.

The corporations are named in the order of their average revenues from street and interurban railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 209.

Line No.	Name of account	Albany Southern 20		Otsego & Herkimer 21		Westchester Street 22		Niagara Gorge 23		Poughkeepsie City & Wappingers Falls Elec. 24		Orange County Traction 25		Line No.
		Fixed capital installed since Dec. 31, 1908	Balance at close of year	Fixed capital installed since Dec. 31, 1908	Balance at close of year	Fixed capital installed since Dec. 31, 1908	Balance at close of year	Fixed capital installed since Dec. 31, 1908	Balance at close of year	Fixed capital installed since Dec. 31, 1908	Balance at close of year	Fixed capital installed since Dec. 31, 1908	Balance at close of year	
1	Organization.....		Dollars		Dollars		Dollars		Dollars		Dollars		Dollars	1
2	Franchises.....		3,295		890		3,551		40,000					2
3	Patent-rights.....													3
4	Other intangible street railroad capital.....		174				219,189		86,761					4
5	Right of way.....		12,421		111,375		520		520					5
6	Other street railroad land.....		150		135,900		9,988		35,742					6
7	Grading.....		61,797		2,497		8,189		23,742					7
8	Trackage.....		23,603		7,530		4,439		23,466					8
9	Trackage.....		34,064		12,294		14,738		32,826					9
10	Trackage.....		947		140,488		16,019		111,283					10
11	Rails, rail fastenings, and joints.....		68,817		1,892		3,828		17,180					11
12	Special work.....		4,433		929									12
13	Underground construction.....		1,253		5,520		27,995		36,227					13
14	Track laying and surfacing.....		8,880		3,934		34,896		80,634					14
15	Paving.....		1,496		779		142		69					15
16	Roadway tools.....													16
17	Tunnels.....													17
18	Elevated structures and foundations.....													18
19	Bridges, trestles, and culverts.....		21,831		3,014		539		6,123					19
20	Crossings, fences, and signs.....		209		500		13		13					20
21	Interlocking and other signal apparatus.....		1,060		16		6,014		189					21
22	Telephones and telegraph lines.....		865		2,197		2,442		8,836					22
23	Poles and fixtures.....													23
24	Underground conduits.....													24
25	Distribution system.....		259		18,610		2,809		2,809					25
26	Dams, canals, and pipe lines.....		44,143		89,025		4,717		54,829					26
27	Power plant buildings.....				150,400				15,773					27
28	Sub-station buildings.....				84,741				3,894					28
29	General office buildings and equipment.....		328		466		226		760					29
30	Shops and car-houses.....		1,259		1,389		11,053		498					30
31	Stations, waiting rooms, and miscellaneous buildings.....		719		431		270		2,114					31
32	Docks and wharves.....								21,733					32
33	Park and resort properties.....		450											33
34	Furnaces, boilers, and accessories.....													34
35	Steam engines.....													35
36	Turbines and water-wheels.....													36
37	Gas power equipment.....													37
38	Power plant electric equipment.....													38
39	Miscellaneous power plant equipment.....													39
40	Sub-station equipment.....													40
41	Cable power equipment.....													41
42	Shop equipment.....		180											42
43	Locomotives.....		12,939		3,200		179		99,241					43
44	Revenue cars.....		8,016		1,596		867		73,217					44
45	Electric equipment of cars.....		27,961		38,935		307		2,344					45
46	Other rail equipment.....		906		10,400		6,400		798					46
47	Miscellaneous equipment.....				12,775				1,235					47
48	Engineering and superintendence.....		1,351		4,099		696		38,251					48
49	Law expenditures during construction.....						35,898		43,074					49
50	Injuries during construction.....													50
51	Taxes during construction.....		96		52,094		7,176		71,761					51
52	Interest during construction.....		104		100		11		124					52
53	Miscellaneous construction expenditures.....													53
54	Totals road and equipment since December 31, 1908.....	71,006	\$ 84,978	627,447	1,690,768	93,238	953,599	28,996	84,955	12,978	102,647	24,950	263,925	54
55	Road and equipment December 31, 1908.....							2,035,956		1,318,227		867,907		55
56	Total cost of road and equipment.....			1,690,768		\$ 953,599		10 2,120,910		1,420,274		1,131,832		56
57	Statistics:													57
58	Miles of road owned.....	37.00		62.04		21.41		6.83		15.14		17.69		58
	Average cost of road and equipment per mile owned.....			\$ 27,253		\$ 44,540		\$ 310,529		\$ 93,809		\$ 63,981		

\* Reported expenditures for road and equipment include only those since September 30, 1909, the date on which operations were begun by the present reorganized company; expenditures prior to that date are not reported separately for the Street Railroad department.

\* Includes \$23,737 expenditures on leased lines incurred during the year.

10 Includes expenditures on leased lines aggregating \$30,136 to June 30, 1913, and \$50,287 to June 30, 1914.

11 Includes \$11,281 expenditures on leased lines.



TABLE 204: COST OF ROAD AND EQUIPMENT, OPERATING ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

The figures given are for the corporation as a whole; they are not segregated according to state lines. The corporations operating both within and without the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Berkshire Street Railway Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Adirondack Traction Company.

Expenditures during 1913, 1908, as well as those during the year are shown according to the officially prescribed classification, the totals of the balances in accounts representing the road and equipment reported as of December 31, 1908, and still in use as being shown on line 53. Figures in *italics* denote credits.

The corporations are named in the order of their average revenues from street and interurban railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 209.

Line No.	Name of account	Chautauqua Traction 26			Elmira, Corning & Waverly 27			Kingston Consolidated 28			Ithaca Street (Receivers' operations) 12 29a			Ithaca Traction Corporation 13 29b			Syracuse & Suburban 30			Warren & Jamestown Street 31		
		Fixed capital installed since Dec. 31, 1908	Net increase during year	Balance at close of year	Fixed capital installed since Dec. 31, 1908	Net increase during year	Balance at close of year	Fixed capital installed since Dec. 31, 1908	Net increase during year	Balance at close of year	Fixed capital installed since Dec. 31, 1908	Net increase during year	Balance at close of year	Fixed capital installed since Dec. 31, 1908	Net increase during year	Balance at close of year	Fixed capital installed since Dec. 31, 1908	Net increase during year	Balance at close of year	Fixed capital installed since Dec. 31, 1908	Net increase during year	Balance at close of year
1	Organization																					
2	Franchises																					
3	Patent-rights																					
4	Other intangible street railroad capital																					
5	Right of way	1,140		6,847	2,782		227,457															
6	Other street railroad land																					
7	Grading						255,373															
8	Ballast			70			46,563															
9	Ties	2,003		2,032			46,563															
10	Rails, rail fastenings, and joints	5,083		5,083	8		141,960															
11	Special work	310		310	68		4,717															
12	Underground construction																					
13	Track laying and surfacing	4,331		6,401			67,282															
14	Paving	11,360		12,462			22,810															
15	Roadway tools	59		59			424															
16	Tunnels																					
17	Elevated structures and foundations			1,963																		
18	Bridges, trestles, and culverts				11		136,925															
19	Crossings, fences, and signs			171			27,240															
20	Interlocking and other signal apparatus			134			6,509															
21	Telephone and telegraph lines			7,597			31,388															
22	Poles and fixtures			158			16															
23	Underground conduits			88			17,806															
24	Transmission system			1,516			64,143															
25	Dams, canals, and pipe lines																					
26	Power plant buildings			12,985			21,965															
27	Sub-station buildings			225			9,901															
28	General office buildings and equipment			42			576															
29	Shops and car-houses			882			21,965															
30	Docks and wharves			4,032			9,901															
31	Park and resort properties			6,420			770															
32	Furnaces, boilers, and accessories																					
33	Steam engines																					
34	Turbines and water-wheels			66,191																		
35	Gas power equipment			17,186			67,079															
36	Miscellaneous power plant equipment			3,657			60,843															
37	Sub-station equipment			15,375			389															
38	Cable power equipment						2,888															
39	Shop equipment																					
40	Locomotives			552			67,079															
41	Revenue cars			1,101			60,843															
42	Electric equipment			1,553			389															
43	Other rail equipment			6,217			50,565															
44	Miscellaneous equipment			33			13,080															
45	Engineering and superintendence						123															
46	Law expenditures during construction						150															
47	Liabilities during construction						61,902															
48	Interest during construction						22,242															
49	Miscellaneous construction expenditures																					
50																						
51																						
52																						
53																						
54	Totals road and equipment since December 31, 1908	144,096		228,103	3,136		1,506,146	50,433		29,244	4,884		51,180	847,775	5,389	85,153	6,148		60,318			
55	Road and equipment December 31, 1908	959,057						1,119,466											627,345			
56	Total cost of road and equipment	1,187,189						1,169,900		29,244				847,775				1,035,513	627,345			
57	Miles of road owned	25.03					27.25	7.98		7.59								15.87	20.00			
58	Average cost road and equipment per mile owned	\$47,429					\$55,271	\$140,604		\$3,853				\$111,696				\$70,615	\$34,383			

<sup>12</sup> Report covers period July 1, 1913, to March 31, 1914; see statement Organization, etc.

<sup>13</sup> Report covers period April 1, 1914, to June 30, 1914; see statement Organization, etc.

TABLE 204: COST OF ROAD AND EQUIPMENT, OPERATING ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

The figures given are for the corporation as a whole; they are not segregated according to state lines. The corporations operating both within and without the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Berkshire Street Railway Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and Waverly, Sayre and Athens Traction Company.

The expenditures since December 31, 1908, as well as those during the year are shown according to the officially prescribed classification, the totals of the balances in accounts representing the road and equipment reported as of December 31, 1908, and still in service being shown on line 53. Figures in *italics* denote *credits*.

The corporations are named in the order of their average revenues from street and interurban railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 209.

Line No.	Name of account	Black River Traction 32		Geneva, Seneca Falls & Auburn <sup>13</sup> 33		Waverly, Sayre & Athens 34		Syracuse & South Bay El. 35		Buffalo Southern 36		Cortland County Traction 37		Walkill Transit 38	
		Fixed capital installed since Dec. 31, 1908	Balance at close of year	Fixed capital installed since Dec. 31, 1908	Balance at close of year	Fixed capital installed since Dec. 31, 1908	Balance at close of year	Fixed capital installed since Dec. 31, 1908	Balance at close of year	Fixed capital installed since Dec. 31, 1908	Balance at close of year	Fixed capital installed since Dec. 31, 1908	Balance at close of year	Fixed capital installed since Dec. 31, 1908	Balance at close of year
1	Organization.....	Dollars	4,414	Dollars	4,414	Dollars	602	Dollars	602	Dollars	327	Dollars	.....	Dollars	.....
2	Franchises.....	.....	.....	.....	.....	.....	685	.....	.....	.....	.....	.....	.....	.....	.....
3	Patent-rights.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	Other intangible street railroad capital.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	Right of way.....	.....	28,669	.....	28,669	.....	231	.....	.....	.....	.....	.....	.....	.....	.....
6	Other street railroad land.....	.....	36,465	.....	36,465	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	Grading.....	.....	25,724	.....	25,724	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	Ballast.....	.....	13,713	.....	13,713	.....	3,575	.....	.....	.....	.....	.....	.....	.....	.....
9	Ties.....	.....	20,354	.....	20,354	.....	2,098	.....	.....	.....	.....	.....	.....	.....	.....
10	Rails, rail fastenings, and joints.....	.....	55,675	.....	55,675	.....	1,119	.....	.....	.....	.....	.....	.....	.....	.....
11	Special work.....	.....	21,957	.....	21,957	.....	2,897	.....	.....	.....	.....	.....	.....	.....	.....
12	Underground construction.....	.....	.....	.....	.....	.....	1,662	.....	.....	.....	.....	.....	.....	.....	.....
13	Track laying and surfacing.....	.....	37,354	.....	37,354	.....	3,762	.....	.....	.....	.....	.....	.....	.....	.....
14	Paving.....	.....	47,721	.....	47,721	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	Roadway tools.....	.....	658	.....	658	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16	Tunnels.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17	Elevated structures and foundations.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18	Bridges, trestles, and culverts.....	.....	2,192	.....	2,192	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19	Crossings, fences, and signs.....	.....	1,870	.....	1,870	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20	Interlocking and other signal apparatus.....	.....	.....	.....	.....	.....	222	.....	.....	.....	.....	.....	.....	.....	.....
21	Telephone and telegraph lines.....	.....	971	.....	971	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22	Poles and fixtures.....	.....	13,553	.....	13,553	.....	48	.....	.....	.....	.....	.....	.....	.....	.....
23	Underground conduits.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
24	Transmission system.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25	Dams, canals, and pipe lines.....	.....	49,883	.....	49,883	.....	275	.....	.....	.....	.....	.....	.....	.....	.....
26	Power plant buildings.....	.....	133	.....	133	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
27	Sub-station buildings.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28	General office buildings and equipment.....	.....	312	.....	312	.....	634	.....	.....	.....	.....	.....	.....	.....	.....
29	Shops and car-houses.....	.....	18	.....	18	.....	178	.....	.....	.....	.....	.....	.....	.....	.....
30	Stations, waiting rooms, and miscellaneous buildings.....	.....	19	.....	19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31	Docks and wharves.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
32	Furnaces, boilers, and accessories.....	.....	18,649	.....	18,649	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
33	Park and resort properties.....	.....	8,381	.....	8,381	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
34	Steam engines.....	.....	16,719	.....	16,719	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
35	Turbines and water-wheels.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
36	Gas power equipment.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
37	Power plant electric equipment.....	.....	60	.....	60	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
38	Miscellaneous power plant equipment.....	.....	19	.....	19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
39	Sub-station equipment.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
40	Cable power equipment.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
41	Shop equipment.....	.....	544	.....	544	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
42	Locomotives.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
43	Revenue cars.....	.....	10,663	.....	10,663	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
44	Electric equipment of cars.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
45	Other rail equipment.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
46	Miscellaneous equipment.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
47	Engineering and superintendence.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
48	Law expenditures during construction.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
49	Indirects during construction.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
50	Taxes during construction.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
51	Interest during construction.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
52	Miscellaneous construction expenditures.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
53	Totals road and equipment since December 31, 1908.....	.....	22,887	.....	22,887	.....	48,076	.....	.....	.....	.....	.....	.....	.....	.....
54	Road and equipment December 31, 1908.....	.....	.....	.....	.....	.....	469,588	.....	.....	.....	.....	.....	.....	.....	.....
55	Total cost of road and equipment.....	.....	.....	.....	.....	.....	517,663	.....	.....	.....	.....	.....	.....	.....	.....
56	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
57	Miles of road owned.....	.....	10.00	.....	10.00	.....	9.43	.....	.....	.....	.....	.....	.....	.....	.....
58	Average cost road and equipment per mile owned.....	.....	\$10,500	.....	\$37,710	.....	\$54,895	.....	.....	.....	.....	.....	.....	.....	.....

<sup>13</sup> Nominal figure; see statement Organization, etc.  
<sup>14</sup> Successor to Geneva and Auburn Railway Company; see statement Organization, etc.



TABLE 204: COST OF ROAD AND EQUIPMENT, OPERATING ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

The figures given are for the corporation as a whole; they are not segregated according to state lines. The corporations operating both within and without the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Berkshire Street Railway Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.

Expenditures since December 31, 1908, as well as those during the year are shown according to the officially prescribed classification, the totals of the balances in accounts representing the road and equipment reported as of December 31, 1908, and still in use being shown on line 55. Figures in *italics* denote credits.

The corporations are named in the order of their average revenues from street and interurban railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 209.

Line No.	Name of account	Elmira & Seneca Lake Traction 39		Peckskill Lighting & Railroad 49		Corning & Painted Post Street 41		Hornell Traction 42		Fishkill Electric 43		Huntington 44		Buffalo & Williamsville Electric 45		Line No.
		Fixed capital installed since Dec. 31, 1908	Balance at close of year	Fixed capital installed since Dec. 31, 1908	Balance at close of year	Fixed capital installed since Dec. 31, 1908	Balance at close of year	Fixed capital installed since Dec. 31, 1908	Balance at close of year	Fixed capital installed since Dec. 31, 1908	Balance at close of year	Fixed capital installed since Dec. 31, 1908	Balance at close of year	Fixed capital installed since Dec. 31, 1908	Balance at close of year	
		Net increase during year	Dollars	Net increase during year	Dollars	Net increase during year	Dollars	Net increase during year	Dollars	Net increase during year	Dollars	Net increase during year	Dollars	Net increase during year	Dollars	
1	Organization.....															1
2	Franchises.....															2
3	Patent-rights.....															3
4	Other intangible street railroad capital.....															4
5	Right of way.....	83						1,350	161,695							5
6	Other street railroad land.....															6
7	Grading.....	186						114	236							7
8	Ballast.....	358														8
9	Rails, rail fastenings, and joints.....	2,382						989								9
10	Special work.....	7,561						5,840	14,033							10
11	Track laying and surfacing.....	19,984						740	740							11
12	Underground construction.....															12
13	Paving.....															13
14	Roadway tools.....															14
15	Timbered structures and foundations.....															15
16	Bridges, fences, and culverts.....															16
17	Crosses, fences, and signs.....															17
18	Interlocking and other signal apparatus.....															18
19	Poles and fixtures.....															19
20	Underground conduits.....															20
21	Transmission system.....															21
22	Dams, canals, and pipe lines.....															22
23	Power plant buildings.....															23
24	Sub-station buildings.....															24
25	General office buildings and equipment.....															25
26	Shops and car-houses.....															26
27	Docks and wharves.....															27
28	Park and resort properties.....															28
29	Furnaces, boilers, and accessories.....															29
30	Steam engines.....															30
31	Turbines and water-wheels.....															31
32	Gas power equipment.....															32
33	Miscellaneous power plant equipment.....															33
34	Sub-station equipment.....															34
35	Cable power equipment.....															35
36	Shop equipment.....															36
37	Locomotives.....															37
38	Revenue cars.....															38
39	Electric equipment of cars.....															39
40	Other rail equipment.....															40
41	Miscellaneous equipment.....															41
42	Engineering and superintendence.....															42
43	Law expenditures during construction.....															43
44	Injuries during construction.....															44
45	Taxes during construction.....															45
46	Interest during construction.....															46
47	Miscellaneous construction expenditures.....															47
48	Totals road and equipment since December 31, 1908.....															48
49	Road and equipment December 31, 1908.....															49
50	Total cost of road and equipment.....															50
51	Miles of road owned.....															51
52	Average cost road and equipment per mile owned.....															52
53	Statistics:															53
54	Includes \$345 erroneously shown in report for 1913 as "Other street railroad land".....															54
55	Totals road and equipment since December 31, 1908.....															55
56	Road and equipment December 31, 1908.....															56
57	Total cost of road and equipment.....															57
58	Miles of road owned.....															58
59	Average cost road and equipment per mile owned.....															59

10 Includes \$345 erroneously shown in report for 1913 as "Other street railroad land".

TABLE 204: COST OF ROAD AND EQUIPMENT, OPERATING ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

The figures given are for the corporation as a whole; they are not segregated according to state lines. The corporations operating both within and without the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Berkshire Street Railway Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.

Expenditures since December 31, 1908, as well as those during the year are shown according to the officially prescribed classification, the totals of the balances in accounts representing the road and equipment reported as of December 31, 1908, and still in service being shown on line 55. Figures in *italics* denote credits.

The corporations are named in the order of their average revenues from street and interurban railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 209.

Line No.	Name of account	Ogdensburg Street 46	Troy & New England 47	New Paltz, Highland & Poughkeepsie Tr. 48	Plattsburgh Traction 49	Eastern New York 50	Rochester & Manitou 51	Hudson River & Eastern Tr. 52	Glen Cove 53
		Fixed capital installed since Dec. 31, 1908	Fixed capital installed since Dec. 31, 1908	Fixed capital installed since Dec. 31, 1908	Fixed capital installed since Dec. 31, 1908	Fixed capital installed since Dec. 31, 1908	Fixed capital installed since Dec. 31, 1908	Fixed capital installed since Dec. 31, 1908	Fixed capital installed since Dec. 31, 1908
		Net increase during year	Net increase during year	Net increase during year	Net increase during year	Net increase during year	Net increase during year	Net increase during year	Net increase during year
		Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars
1	Organization.....								
2	Franchises.....								
3	Patent-rights.....								
4	Other intangible street railroad capital.....								
5	Right of way.....	37	940		775				
6	Other street railroad land.....								
7	Grading.....		500					9,500	
8	Ballast.....								
9	Ties.....								
10	Rails, rail fastenings, and joints.....	2,057							
11	Special work.....								
12	Underground construction.....								
13	Track laying and surfacing.....	2,594							
14	Paving.....								
15	Roadway tools.....								
16	Tunnels.....								
17	Elevated structures and foundations.....								
18	Bridges, trestles, and culverts.....								
19	Crossings, fences, and signs.....								
20	Interlocking and other signal apparatus.....								
21	Telephone and telegraph lines.....								
22	Poles and fixtures.....								
23	Underground conduits.....								
24	Transmission system.....								
25	Dams, canals, and pipe lines.....								
26	Power plant buildings.....								
27	Sub-station buildings.....								
28	General office buildings and equipment.....								
29	Shops and car-houses.....								
30	Stations, waiting rooms, and miscellaneous buildings.....								
31	Docks and wharves.....								
32	Park and resort properties.....								
33	Furnaces, boilers, and accessories.....								
34	Steam engines.....								
35	Turbines and water-wheels.....								
36	Gas power equipment.....								
37	Power plant electric equipment.....								
38	Miscellaneous power plant equipment.....								
39	Sub-station equipment.....								
40	Cable power equipment.....								
41	Shop equipment.....								
42	Locomotives.....								
43	Electric equipment of cars.....								
44	Other rail equipment.....								
45	Miscellaneous equipment.....								
46	Engineering and superintendence.....								
47	Law expenditures during construction.....								
48	Injuries during construction.....								
49	Taxes during construction.....								
50	Interest during construction.....								
51	Miscellaneous construction expenditures.....								
52									
53									
54	Totals road and equipment since December 31, 1908.....	4,651	27,991	17 1,109	3,783	12,697	10	71,965	724
55	Road and equipment December 31, 1908.....	153,504	379,887	201,681	210,931	426,254	53,908	205,001	157,105
56	Total cost of road and equipment.....	181,495	383,078	204,852	223,628	429,391	128,938	252,303	158,229
57	Miles of road owned.....	9.50	8.10	9.02	6.93	12.00	7.25	2.74	3.28
58	Average cost road and equipment per mile owned.....	\$19,105	\$47,294	\$22,711	\$32,270	\$35,783	\$17,784	\$92,081	\$48,241

17 No distribution given.

18 A balance of \$2061 incorrectly omitted from the report for 1913.

19 Incorrectly shown in the report for 1913 against "Transmission system".



TABLE 204: COST OF ROAD AND EQUIPMENT, OPERATING ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

The figures given are for the corporation as a whole; they are not segregated according to state lines. The corporations operating both within and without the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Berkshire Street Railway Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.

Expenditures since December 31, 1908, as well as those during the year are shown according to the officially prescribed classification, the totals of the balances in accounts representing the road and equipment reported as of December 31, 1908, and still in service being shown on line 55. Figures in *italics* denote credits.

The corporations are named in the order of their average revenues from street and interurban railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 209.

Line No.	Name of account	Port Jervis Traction 54		New York, Westchester & Connecticut Traction 55		Penn Yan & Lake Shore 56		Buffalo & Depew 57		Nassau County 58		St. Lawrence Int. El. R.R. & Land 59		Catskill Traction 60		Line No.
		Fixed capital installed since Dec. 31, 1908		Fixed capital installed since Dec. 31, 1908		Fixed capital installed since Dec. 31, 1908		Fixed capital installed since Dec. 31, 1908		Fixed capital installed since Dec. 31, 1908		Fixed capital installed since Dec. 31, 1908		Fixed capital installed since Dec. 31, 1908		
		Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	
1	Organization															1
2	Franchises		254													2
3	Patent-rights															3
4	Other intangible street railroad capital				3,973											4
5	Right of way															5
6	Other street railroad land	750	1,900													6
7	Grading															7
8	Ballast		2,849													8
9	Ties		5,138	4,822	7,389											9
10	Rails, rail fastenings, and joints	1	20,963	18,314	27,173											10
11	Special work		4,390	938	1,338											11
12	Underground construction															12
13	Track laying and surfacing		14,649	9,004	13,503											13
14	Paving		6,184	16,771	24,230											14
15	Roadway tools	3	1,212													15
16	Tunnels															16
17	Elevated structures and foundations															17
18	Bridges, trestles, and culverts		610													18
19	Crossings, fences, and signs															19
20	Interlocking and other signal apparatus															20
21	Telephone and telegraph lines		621		6,735											21
22	Poles and fixtures			4,063												22
23	Underground conduits															23
24	Transmission system	69	4,049	9	1,498											24
25	Distribution system															25
26	Dams, canals, and pipe lines															26
27	Power plant buildings															27
28	Sub-station buildings															28
29	General office buildings and equipment															29
30	Shops and car-houses	5	2,894													30
31	Stations, waiting rooms, and miscellaneous buildings		131													31
32	Docks and wharves															32
33	Park and resort properties		1,407													33
34	Furnaces, boilers, and accessories															34
35	Steam engines															35
36	Turbines and water-wheels															36
37	Gas power equipment															37
38	Power plant electric equipment															38
39	Miscellaneous power plant equipment															39
40	Sub-station equipment															40
41	Cable power equipment															41
42	Shop equipment	54	1,950													42
43	Locomotives															43
44	Revenue cars															44
45	Electric equipment of cars	419	10,268	500												45
46	Other rail equipment	281	9,319													46
47	Miscellaneous equipment		1,591													47
48	Engineering and superintendence		61													48
49	Law expenditures during construction		1,161	26	26											49
50	Injuries during construction															50
51	Taxes during construction															51
52	Interest during construction															52
53	Miscellaneous construction expenditures		800													53
54	Totals road and equipment since December 31, 1908	1,360	92,400	53,946	86,364	1,326	8,654	660	5,106	132	1,702	10,185	4,847	117,900	54	
55	Road and equipment December 31, 1908			20 265,090		215,468		662,526		41,835	429,035				55	
56	Total cost of road and equipment		92,400	351,455		224,122		667,632		41,968	439,220			117,900	56	
57	Miles of road owned		3.96												5.30	57
58	Average cost road and equipment per mile owned		\$23,333	\$64,964		\$26,367		\$99,706		\$27,076	\$58,563			\$22,257	58	

<sup>20</sup> Road and equipment December 31, 1908, credited during the year with \$2,850,000 par value of stocks and bonds

<sup>21</sup> Formerly Penn Yan, Keuka Park and Branchport Railway; see statement Organization, etc.

retired.

TABLE 204: COST OF ROAD AND EQUIPMENT, OPERATING ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (concluded)

The figures given are for the corporation as a whole; they are not segregated according to state lines. The corporations operating both within and without the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Berkshire Street Railway Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.

Expenditures since December 31, 1908, as well as those during the year are shown according to the officially prescribed classification, the totals of the balances in accounts representing the road and equipment reported as of December 31, 1908, and still in service being shown on line 55. Figures in *italics* denote credits.

The corporations are named in the order of their average revenues from street and interurban railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 209.

Line No.	Name of account	Syracuse, Watertown & St. Lawrence River 61		Putnam & Westchester Tr. 62		Suffolk Traction 63		Babylon 64		Northport Traction 65		Paul Smith's Electric Lt. & Power & R.R. 66		Adirondack Lakes Tr. 67		Lima-Honeoye Light & Railroad 68		Line No.
		Fixed capital installed since Dec. 31, 1908	Balance at close of year	Fixed capital installed since Dec. 31, 1908	Balance at close of year	Fixed capital installed since Dec. 31, 1908	Balance at close of year	Fixed capital installed since Dec. 31, 1908	Balance at close of year	Fixed capital installed since Dec. 31, 1908	Balance at close of year	Fixed capital installed since Dec. 31, 1908	Balance at close of year	Fixed capital installed since Dec. 31, 1908	Balance at close of year	Fixed capital installed since Dec. 31, 1908	Balance at close of year	
1	Organization	Net increase during year	Dollars	Net increase during year	Dollars	Net increase during year	Dollars	Net increase during year	Dollars	Net increase during year	Dollars	Net increase during year	Dollars	Net increase during year	Dollars	Net increase during year	Dollars	1
2	Franchises	.....	10,674	.....	272	.....	51	.....	111	.....	26	.....	.....	.....	.....	.....	531	2
3	Patent-rights	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
4	Other intangible street railroad capital	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
5	Right of way	.....	35,000	.....	2,500	.....	6	.....	154	.....	441	.....	.....	.....	.....	.....	.....	5
6	Other street railroad land	.....	45,000	.....	629	.....	.....	.....	6,452	.....	9,872	.....	.....	.....	.....	.....	.....	6
7	Grading	.....	22,000	.....	8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
8	Ballast	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
9	Ties	.....	.....	.....	128	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	Rails, rail fastenings, and joints	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
11	Special work	.....	81	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
12	Underground construction	.....	62,570	.....	1,211	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
13	Track laying and surfacing	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
14	Paving	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
15	Roadway tools	.....	109	.....	16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
16	Tunnels	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
17	Elevated structures and foundations	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17
18	Bridges, trestles, and culverts	.....	.....	.....	347	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18
19	Crossings, fences, and signs	.....	1,738	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19
20	Interlocking and other signal apparatus	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
21	Telephone and telegraph lines	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
22	Poles and fixtures	.....	22,000	.....	165	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
23	Underground conduits	.....	2,506	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	23
24	Transmission system	.....	104	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	24
25	Distribution system	.....	.....	.....	313	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25
26	Dams, canals, and pipe lines	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	26
27	Power plant buildings	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	27
28	Sub-station buildings	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	28
29	General office buildings and equipment	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	29
30	Shops and car-houses	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30
31	Stations, waiting rooms, and miscellaneous buildings	.....	5,384	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	31
32	Docks and wharves	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32
33	Park and resort properties	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	33
34	Furnaces, boilers, and accessories	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	34
35	Steam engines	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	35
36	Turbines and water-wheels	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	36
37	Gas power equipment	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	37
38	Power plant electric equipment	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	38
39	Miscellaneous power plant equipment	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	39
40	Sub-station equipment	.....	131	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40
41	Cable power equipment	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	41
42	Shop equipment	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	42
43	Locomotives	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	43
44	Revenue cars	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	44
45	Electric equipment of cars	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	45
46	Other rail equipment	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	46
47	Miscellaneous equipment	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	47
48	Engineering and superintendence	.....	5,000	.....	251	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	48
49	Law expenditures during construction	.....	2,872	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	49
50	Injuries during construction	.....	2,700	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50
51	Taxes during construction	.....	55	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	51
52	Interest during construction	.....	5,511	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	52
53	Miscellaneous construction expenditures	.....	533	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	53
54	Totals road and equipment since December 31, 1908	.....	224,469	.....	5,903	.....	84	.....	110,053	.....	4,708	.....	2,718	.....	20,935	.....	11,426	54
55	Road and equipment December 31, 1908	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	55
56	Total cost of road and equipment	.....	224,469	.....	142,017	.....	882,721	.....	96,632	.....	45,603	.....	139,641	.....	157,144	.....	.....	56
57	Statistics:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	57
58	Average cost road owned	.....	6.06	.....	4.13	.....	8.49	.....	7.30	.....	2.69	.....	7.13	.....	4.35	.....	4.46	58
	Average cost road and equipment per mile owned	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	

Expenditures on leased lines.



TABLE 205 a: FUNDED DEBT, OPERATING ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914

The figures given are for the actually outstanding debt (i. e. securities not held by or for the issuing corporation) of the corporation as a whole; they are not segregated according to state lines. The corporations operating both within and without the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Berkshire Street Railway Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.

The amount shown under "Par value authorized for issue" is the amount already legally issued in addition to the amount which the respondent claims may be issued without further approval by state or other public authority.

The corporations are named in the order of their average revenues from street and interurban railroad operations during the year ended June 30, 1914; their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 209.

Corp'n No.	Name of corporation and securities outstanding	Amount of mortgage	Date of maturity	Interest provisions		Par value		Interest		
				Rate	Dates payable	Authorized for issue	Actually outstanding June 30, 1914	Accrued during year	Paid during year	Matured and unpaid at close of year <sup>1</sup>
1	<b>New York State Railways:</b>	<i>Dollars</i>	<i>%</i>			<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>
	<i>Mortgage bonds:</i>									
	Rochester City and Brighton R.R. Co. 30-year.....	500,000	1919	6	Apr & Oct	500,000	175,000	10,500	10,500	189
	Rochester Ry. Co. consol. 40-year.....	3,000,000	1930	5	Apr & Oct	2,700,000	2,700,090	135,000	135,175	1,250
	Rochester Ry. Co. 2nd 40-year.....	1,500,000	1933	5	Jun & Dec	1,500,000	1,499,000	74,950	108,775	3,950
	New York State Rys. 1st consol. 50-year.....	50,000,000	1962	4.5	May & Nov	12,525,000	9,825,000	353,450	330,215	5,153
	Utica Belt Line Street R.R. Co. 1st 50-year.....	500,000	1939	5	May & Nov	500,000	500,000	25,000	24,825	1,025
	Utica Belt Line Street R.R. Co. 2nd 40-year.....	200,000	1931	5	Jan & Jul	39,000	39,000	1,950	2,000	975
	Herkimer, Mohawk, Ilion and Frankfort Electric Ry Co. 1st 30-year.....	150,000	1926	5	Jan & Jul	150,000	150,000	7,500	7,550	3,759
	Utica and Mohawk Valley Ry. Co. 1st 40-year.....	4,000,000	1941	4.5	Mar & Sep	2,268,000	2,268,000	102,060	101,340	2,043
	Peoples R.R. Co. 1st 30-year.....	750,000	1921	5	Jan & Jul	750,000	739,000	37,500	39,925	18,800
	Syracuse Rapid Transit Ry. Co. 1st 50-year.....	3,250,000	1946	5	Mar & Sep	2,500,000	2,500,000	125,000	124,125	1,650
	Syracuse Rapid Transit Ry. Co. 2nd 30-year.....	750,000	1930	5	Jan & Jul	654,000	654,000	32,700	32,700	16,425
	Totals.....						21,060,000	905,610	917,130	255,250
2	<b>International:</b>									
	<i>Mortgage bonds:</i>									
	Tonawanda Street R.R. Co. 1st 20-year.....	250,000	1922	6	Jan & Jul	250,000	60,000	3,600	3,600	
	Niagara Falls and Suspension Bridge Ry. 1st 20-year..	1,000,000	1923	6	Jan & Jul	1,000,000	518,000	31,080	31,080	30
	Niagara Falls, Whirlpool and Northern Ry. 1st 20-year	30,000	1923	6	Jan & Jul	30,000	22,500	1,350	1,350	75
	Tonawanda Electric R.R. Co. 1st 20-year.....	40,000	1917	4	Apr & Oct	40,000	40,000	1,600	1,600	
	Lockport and Olean Ry. Co. 1st 20-year.....	1,000,000	1920	5	Jan & Jul	1,000,000	800,000	40,000	40,125	18,225
	Buffalo and Niagara Falls Electric Ry. Co. 2nd 25-year	250,000	1921	5	Jan & Jul	250,000	45,000	2,500	2,825	725
	Buffalo, Bellevue and Lancaster Ry. Co. 1st 30-year..	215,000	1927	5	Jun & Dec	215,000	215,000	10,750	10,650	5,563
	Niagara Falls Suspension Bridge Co. and Clifton Suspension Bridge Co. 1st 30-year.....	300,000	1928	5	Jan & Jul	300,000	300,000	15,000	15,000	2,500
	Lewiston Connecting Bridge Co. and Queenstown Heights Bridge Co. 1st 30-year.....	125,000	1928	5	Apr & Oct	125,000	125,000	6,250	6,875	
	Buffalo Ry. Co. consolidated 1st 40-year.....	5,000,000	1931	5	Feb & Aug	5,000,000	5,000,000	250,000	249,575	1,375
	Buffalo and Niagara Falls Electric Ry. Co. 1st 40-year	750,000	1935	5	Jan & Jul	750,000	750,000	37,500	34,725	200
	Buffalo and Lockport Ry. Co. 1st 40-year.....	1,000,000	1938	5	Jan & Jul	1,000,000	500,000	25,000	25,700	
	Buffalo Traction Co. 1st 50-year.....	2,345,000	1948	5	Jun & Dec	2,345,000	673,000	33,650	33,950	15,200
	Niagara Falls Park and River Ry. 1st 20-year.....	600,000	1914	5	Jan & Jul	600,000		15,000	30,300	
	Croton Street Ry. Co. of Buffalo 1st 40-year.....	3,000,000	1932	5	May & Nov	3,000,000	2,624,000	131,200	129,975	4,750
	International Ry. Co. reldg. and imp. gold 50-year...	60,000,000	1962	5	May & Nov	10,420,000	10,420,000	497,125	488,797	5,590
	<i>Debentures, plain bonds, and promissory notes:</i>									
	Buffalo Ry. Co. debenture mortgage 20-year.....	1,000,000	1917	6	Apr & Oct	1,000,000			15	
	Totals.....						22,092,500	1,101,605	1,106,143	254,233
3	<b>United Traction:</b>									
	<i>Mortgage bonds:</i>									
	Albany Ry. 5th 25-year.....	50,000	1913	5	Mar & Sep	50,000		1,467	813	50
	Watervliet Turnpike and R.R. Co. 1st 30-year.....	350,000	1919	6	May & Nov	350,000	350,000	21,000	20,100	2,340
	Watervliet Turnpike and R.R. Co. 2nd 30-year.....	150,000	1919	6	May & Nov	150,000	150,000	9,000	8,910	120
	Albany Ry. consol. 40-year.....	500,000	1930	5	Jan & Jul	500,000	428,000	21,400	21,325	11,575
	Troy City Ry. Co. consol. 50-year.....	2,000,000	1942	5	Apr & Oct	2,000,000	2,000,000	100,000	96,175	5,250
	Albany Ry. gen. 50-year.....	750,000	1947	5	Jun & Dec	750,000	496,000	24,800	13,275	12,425
	United Traction Co. consol. 100-year.....	6,500,000	2004	4.5	Jun & Dec	6,500,000	2,620,000	116,580	63,450	58,500
	<i>Debentures, plain bonds, and promissory notes:</i>									
	United Traction Co. deb. gold bonds 18-year.....	1,250,000	1919	4.5	May & Nov	1,250,000	456,000	20,520	19,395	1,463
	Totals.....						6,500,000	314,767	243,443	292,023
4	<b>Empire United Railways, Inc.:</b>									
	<i>Mortgage bonds:</i>									
	Auburn and Northern Electric R.R. Co. 1st gold 40-year	1,000,000	1945	5	May & Nov	500,000	246,000			600
	Rochester, Syracuse and Eastern R.R. Co. 1st gold 40-year	7,500,000	1945	5	May & Nov	5,000,000	4,934,000			4,850
	Syracuse, Lake Shore and Northern R.R. Co. 1st gold 40-year.....	2,500,000	1947	5	May & Nov	2,500,000	2,500,000			
	Empire United Rys. Inc. 1st reldg. 50-year.....	20,000,000	1963	5	Jan & Jul	9,698,000	535,000	4,837	4,837	
	<i>Debentures, plain bonds, and promissory notes:</i>									
	Rochester, Syracuse and Eastern R.R. Co. 3-year gold notes.....		1915	6	Feb & Aug	1,137,115	1,083,000	64,558	68,068	360
	Syracuse, Lake Shore and Northern R.R. Co. 14-year gold notes.....		1914	5	May & Nov	350,000		15,365	17,545	
	<i>Other funded debt:</i>									
	Subscription to 1st and reldg. bonds.....						97,125	5,570	720	
	Totals.....						9,395,125	475,486	465,245	28,860
5	<b>Schenectady:</b>									
	First mortgage bonds 40-year.....	2,000,000	1941	4.5	Mar & Sep	2,000,000	2,000,000	90,000	88,020	24,657
6	<b>Buffalo and Lake Erie Traction:</b>									
	<i>Mortgage bonds:</i>									
	Erie Electric Motor Co. 1st 30-year.....	200,000	1919	6	Jan & Jul	148,000	148,000	8,880	8,580	4,740
	Erie Electric Motor Co. 2nd 27-year.....	150,000	1919	6	Jan & Jul	102,000	102,000	6,120	6,120	3,030
	Erie Electric Motor Co. 1st reldg. 40-year.....	1,250,000	1941	5	Apr & Oct	1,000,000	1,000,000	50,000	50,950	1,075
	Hamburg Ry. Co. 1st reldg. 20-year.....	750,000	1926	4	May & Nov	750,000	692,000	27,680	28,200	690
	Dunkirk and Fredonia Ry. Co. fdg. and reldg. 50-year	100,000	1952	5	Jan & Jul	39,000	39,000	1,950	963	1,993
	Buffalo and Lake Erie Traction Co. 1st reldg. 30-year	12,000,000	1936	5	May & Nov	7,066,000	7,005,000	350,250		700,500
	<i>Other funded debt:</i>									
	E. M. Nash, real estate mortgage.....		1918	5	Oct	3,000	3,000	150	150	
	Totals.....						8,989,090	445,030	94,963	711,937

<sup>1</sup> This column shows matured interest unpaid as reported by the corporation. It is evident in some cases that interest due July 1st has been included under this head; in other cases that such interest has not been included; while in still other instances the report does not show whether interest due July 1st has or has not been included.

<sup>2</sup> Covered by special deposit.

<sup>3</sup> Includes \$18,477 accrued interest paid by purchasers of bonds sold between interest dates.

<sup>4</sup> Of which \$36,537 is covered by a special deposit.

TABLE 205 a: FUNDED DEBT, OPERATING ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

The figures given are for the actually outstanding debt (i. e. securities not held by or for the issuing corporation) of the corporation as a whole; they are not segregated according to state lines. The corporations operating both within and without the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Berkshire Street Railway Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.

The amount shown under "Par value authorized for issue" is the amount already legally issued in addition to the amount which the respondent claims may be issued without further approval by state or other public authority.

The corporations are named in the order of their average revenues from street and interurban railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 209.

Corp'n No.	Name of corporation and securities outstanding	Amount of mortgage	Date of maturity	Interest provisions		Par value		Interest		
				Rate	Dates payable	Authorized for issue	Actually outstanding June 30, 1914	Accrued during year	Paid during year	Matured and unpaid at close of year <sup>1</sup>
7	<b>Berkshire Street:</b> <i>Mortgage bonds:</i> Hoosac Valley Street Ry. Co. 1st 20-year..... Berkshire Street Ry. Co. 1st 20-year..... Hoosac Valley Street Ry. Co. 1st reldg. 20-year..... Pittsfield Electric Street Ry. Co. gold 20-year..... Pittsfield Electric Street Ry. Co. gold 20-year..... <i>Debentures, plain bonds, and promissory notes:</i> Berkshire Street Ry. Co. deb. 20-year..... Totals.....	Dollars 100,000 800,000 500,000 500,000 500,000 200,000	1917 1922 1924 1923 1923 1925	% 5 5 4 4 4 5	Jan & Jul Jun & Dec Mar & Sep Jan & Jul Jan & Jul Mar & Sep	Dollars 100,000 800,000 300,000 200,000 100,000 200,000	Dollars 100,000 800,000 300,000 200,000 100,000 200,000	Dollars 5,000 40,000 12,000 8,000 4,000 10,000	Dollars 5,000 40,200 6,000 8,000 4,000 10,000	Dollars 2,500 1,875 6,000 4,000 2,000 .....
8	<b>Hudson Valley:</b> <i>Mortgage bonds:</i> Glens Falls, Sandy Hill and Ft. E. St. Ry. 3rd 20-year..... Hudson Valley Ry. Co. 1st consol. 50-year..... <i>Income bonds:</i> Hudson Valley Ry. Co. non-cum. deb. "A" 45-year..... Hudson Valley Ry. Co. non-cum. deb. "B" 45-year..... Totals.....	150,000 4,000,000 700,000 2,500,000	1921 1951 1951 1951	6 5 5 2	Apr & Oct Jan & Jul ..... .....	150,000 4,000,000 700,000 2,500,000	82,000 2,222,000 474,000 2,500,000	4,920 111,100 ..... .....	5,070 106,100 ..... .....	210 33,275 ..... \$ 33,485
9	<b>Yonkers:</b> First mortgage bonds 50-year.....	1,000,000	1946	5	Apr & Oct	1,000,000	1,000,000	50,000	49,750	\$ 725
10	<b>Fonda, Johnstown and Gloversville:<sup>6</sup></b>									
11	<b>Westchester Electric:</b> First mortgage bonds 50-year.....	500,000	1943	5	Jan & Jul	500,000	500,000	25,000	24,913	\$ 12,625
12	<b>Binghamton:</b> <i>Mortgage bonds:</i> Binghamton R.R. Co. 1st..... Binghamton, Lestershire and Union R.R. Co. 1st 30-yr..... Binghamton Ry. Co. 1st consol. 30-year..... Totals.....	900,000 250,000 2,500,000	1923 1925 1931	5 5 5	Jan & Jul Jun & Dec May & Nov	900,000 250,000 2,500,000	517,000 147,000 1,378,000	25,892 7,350 66,993	25,850 7,350 66,900	13,512 13 3,175
13	<b>Western New York and Pennsylvania Traction:</b> <i>Mortgage bonds:</i> First and reldg. 50-year..... First and reldg. 50-year..... Olean Street Ry. 1st 30-year..... Olean Street Ry. (Bolivar Extension) 30-year..... Totals.....	5,000,000 225,000 130,000	1956 1956 1929 1931	5 5 5 5	Jan & Jul Jan & Jul May & Nov Feb & Aug	2,800,000 192,000 225,000 130,000	2,014,000 192,000 164,000 106,000	100,700 9,600 8,267 5,308	100,700 9,600 6,900 3,100	..... ..... ..... .....
14	<b>Auburn and Syracuse Electric:</b> First mortgage gold bonds 40-year..... Three-year gold notes..... Totals.....	2,000,000 300,000	1942 1915	5 5	Apr & Oct Feb & Aug	2,000,000 300,000	1,443,000 300,000	72,714 15,000	73,114 15,000	..... .....
15	<b>Buffalo, Lockport and Rochester:</b> First mortgage gold bonds 50-year.....	4,000,000	1954	5	Feb & Aug	4,000,000	2,750,000	137,500	136,000	1,500
16	<b>New York, Westchester and Boston:</b> First mortgage gold bonds 35-year.....	60,000,000	1946	4.5	Jan & Jul	26,144,000	21,200,000	954,000	954,607	\$ 480,667
17	<b>New York and Stamford:</b> <i>Mortgage bonds:</i> First gold 30-year..... First and refunding 50-year..... First and refunding 50-year..... Totals.....	2,000,000	1931 1958 1958	5 4 4	Apr & Oct May & Nov May & Nov	450,000 700,000 651,000	426,000 274,000 651,000	21,300 37,000 37,000	21,250 36,660 36,660	175 640 .....
18	<b>Elmira Water, Light and Railroad:</b> <i>Mortgage bonds:</i> Elmira Water, Light and R.R. Co. 1st 50-year..... Elmira Water, Light and R.R. Co. 1st consol. 50-year..... Chemung County Gas Co. 1st 20-year..... West Side R.R. Co. 1st 20-year..... Totals.....	2,000,000 5,000,000 500,000 355,000	1949 1956 1923 1914	5 5 6 5	Jan & Jul Mar & Sep Jan & Jul Apr & Oct	1,661,000 2,980,000 307,000 355,000	1,661,000 2,980,000 307,000 355,000	83,050 123,291 18,420 17,750	83,050 118,150 9,210 17,750	..... ..... 9,210 .....
19	<b>Jamestown Street:</b> Real estate mortgage bonds 30-year.....	300,000	1922	6	Jan & Jul	300,000	300,000	18,000	18,000	.....
20	<b>Albany Southern:</b> First mortgage bonds 30-year..... First mortgage bonds 30-year..... Totals.....	1,500,000 52,000	1939 1939	5 5	Mar & Sep Mar & Sep	1,250,000 52,000	1,250,000 52,000	65,100 65,100	66,600 66,600	150 .....
21	<b>Otsego and Herkimer:</b> First mortgage bonds 50-year.....	2,500,000	1962	5	Apr & Oct	1,200,000	1,117,000	54,200	.....	67,925
23	<b>Niagara Gorge:</b> First mortgage gold bonds 20-year.....	1,000,000	1927	5	Jun & Dec	1,000,000	949,000	47,450	47,450	.....

<sup>1</sup> This column shows matured interest unpaid as reported by the corporation. It is evident in some cases that interest due July 1st has been included under this head; in other cases that such interest has not been included; while in still other instances the report does not show whether interest due July 1st has or has not been included.

<sup>2</sup> Covered by special deposit.

<sup>3</sup> Of which \$3560 is covered by a special deposit.

<sup>6</sup> For permanent debt of Fonda, Johnstown and Gloversville Railroad Company see Table 105 a.

<sup>7</sup> Includes \$830 accrued interest paid by purchasers of bonds sold between interest dates.



TABLE 205 a: FUNDED DEBT, OPERATING ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

The figures given are for the actually outstanding debt (i. e. securities not held by or for the issuing corporation) of the corporation as a whole; they are not segregated according to state lines. The corporations operating both within and without the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Berkshire Street Railway Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.

The amount shown under "Par value authorized for issue" is the amount already legally issued in addition to the amount which the respondent claims may be issued without further approval by state or other public authority.

The corporations are named in the order of their average revenues from street and interurban railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 209.

Corp'n No.	Name of corporation and securities outstanding	Amount of mortgage	Date of maturity	Interest provisions		Par value		Interest		
				Rate	Dates payable	Authorized for issue	Actually outstanding June 30, 1914	Accrued during year	Paid during year	Matured and unpaid at close of year <sup>1</sup>
24	<b>Poughkeepsie City and Wappingers Falls Electric:</b> First mortgage gold bonds 30-year..... Second mortgage gold bonds 30-year..... Totals.....	Dollars 500,000 250,000 .....	1924 1937 .....	% 5 6 .....	Jan & Jul Jan & Jul .....	Dollars 500,000 250,000 .....	Dollars 341,000 117,000 458,000	Dollars 17,150 7,020 24,170	Dollars 18,150 7,020 25,170	Dollars 7,625 3,510 10,035
25	<b>Orange County Traction:</b> <i>Mortgage bonds:</i> Newburgh Electric Ry. Co. 50-year..... Newburgh and Orange Lake R.R. Co. 50-year..... Walden and Orange Lake R.R. Co. 50-year..... Orange County Traction Co. reldg. 50-year..... <i>Debentures, plain bonds, and promissory notes:</i> Five-year notes..... <i>Equipment obligations:</i> Car trust certificates..... Totals.....	250,000 75,000 100,000 750,000 100,000 ..... ..... .....	1944 1944 1945 1960 1913 1919 .....	5 5 5 5 6 5.5 .....	May & Nov Jan & Jul Jun & Dec Jan & Jul Feb & Aug Apr & Oct .....	250,000 75,000 100,000 750,000 100,000 48,000 718,000	250,000 75,000 95,000 264,000 ..... 34,000 36,838	12,500 3,750 4,750 13,200 500 2,138 39,455	12,500 3,750 4,750 13,200 3,000 2,255 8,475	..... 1,875 ..... 6,600 ..... ..... .....
26	<b>Chautauqua Traction:</b> First mortgage trust bonds 30-year.....	600,000	1934	5	Apr & Oct	600,000	600,000	18,975	11,475	.....
27	<b>Elmira, Corning and Waverly:</b> First mortgage bonds 50-year.....	5,000,000	1957	5	Jan & Jul	800,000	800,000	40,000	60,000	120,000
28	<b>Kingston Consolidated:</b> Kingston City R.R. Co. 1st consol. mtge. bonds 30-year..... First mortgage bonds 50-year..... Totals.....	150,000 700,000 .....	1923 1951 .....	5 5 .....	Mar & Sep Jan & Jul .....	150,000 700,000 682,000	150,000 532,000 34,100	7,500 26,600 34,100	7,500 26,600 34,100	..... ..... .....
29a	<b>Ithaca Street:<sup>8</sup></b> <i>Mortgage bonds:</i> First 30-year..... Second..... Cayuga Lake Electric R.R. Co. 1st..... First consol. reldg. gold 50-year..... Totals.....	175,000 75,000 25,000 475,000 .....	1922 1922 1922 1957 .....	6 6 6 5 .....	Jan & Jul Jan & Jul Jun & Dec Jan & Jul .....	175,000 75,000 25,000 475,000 .....	..... ..... ..... ..... 11,851	7,509 3,217 1,125 ..... 10,941	6,784 2,907 1,250 ..... .....	..... ..... ..... ..... .....
29b	<b>Ithaca Traction Corporation:<sup>9</sup></b> <i>Mortgage bonds:</i> First and refunding gold 50-year..... Ithaca Street Ry. first 30-year..... Ithaca Street Ry. 2nd..... Cayuga Lake Electric Ry. Co. 1st..... Totals.....	2,000,000 175,000 75,000 25,000 763,000	1964 1922 1922 1922 .....	5 6 6 6 .....	Apr & Oct Jan & Jul Jan & Jul Jun & Dec .....	488,000 175,000 75,000 25,000 763,000	488,000 175,000 75,000 25,000 10,167	6,100 2,584 1,108 375 3,942	..... 2,584 1,108 250 .....	..... ..... ..... ..... .....
30	<b>Syracuse and Suburban:</b> <i>Mortgage bonds:</i> First 30-year..... First consolidated 50-year..... <i>Other funded debt:</i> Pine Street property real estate mortgage..... Pike Street property real estate mortgage..... Totals.....	400,000 550,000 3,000 500 553,500	1927 1953 1915 1914 .....	5 5 5 5 .....	Feb & Aug May & Nov Jan & Jul Sep .....	400,000 550,000 3,000 500 553,500	400,000 150,000 3,000 500 27,660	20,000 7,500 150 10 27,700	20,000 7,500 150 50 .....	..... ..... ..... ..... .....
31	<b>Warren and Jamestown Street:</b> First mortgage bonds 30-year..... Second mortgage bonds 10-year..... Totals.....	300,000 100,000 400,000	1934 1918 .....	5 6 .....	Jun & Dec Jun & Dec .....	300,000 100,000 400,000	15,000 6,000 21,000	15,000 6,000 21,000	..... ..... .....	..... ..... .....
33	<b>Geneva, Seneca Falls and Auburn:<sup>11</sup></b> First mortgage gold bonds 30-year.....	2,000,000	1943	5	Jan & Jul	524,000	475,000	23,750	23,750	.....
34	<b>Waverly, Sayre and Athens Traction:</b> First mortgage bonds 30-year..... First consolidated mortgage bonds 50-year..... Totals.....	150,000 2,000,000 448,000	1925 1955 .....	6 5 .....	Jan & Jul Jan & Jul .....	150,000 2,000,000 448,000	150,000 298,000 13,300	9,000 4,300 13,300	9,000 4,300 26,650	4,500 2,150 .....
35	<b>Syracuse and South Bay Electric:</b> First mortgage gold bonds 40-year..... Gold notes 2½-year..... Totals.....	1,000,000 ..... 548,000	1947 1915 .....	5 6 .....	May & Nov Jun & Dec .....	1,000,000 250,000 548,000	474,000 74,000 25,515	23,706 1,809 23,711	23,681 30 1,582	..... 1,582 .....
36	<b>Buffalo Southern:</b> First mortgage bonds 30-year.....	2,000,000	1934	5	Apr & Oct	1,000,000	600,000	30,000	.....	147,500
37	<b>Cortland County Traction:</b> <i>Mortgage bonds:</i> Reorganization gold 20-year..... First refunding 30-year..... Refunding and extension gold 50-year..... Totals.....	180,000 500,000 2,000,000 605,000	1921 1935 1957 .....	4 5 5 .....	Apr & Oct Feb & Aug Jun & Dec .....	180,000 320,000 105,000 605,000	180,000 320,000 105,000 28,450	7,200 16,000 5,250 28,450	7,200 16,000 5,250 .....	..... ..... ..... .....

<sup>1</sup> This column shows matured interest unpaid as reported by the corporation. It is evident in some cases that interest due July 1st has been included under this head; in other cases that such interest has not been included; while in still other instances the report does not show whether interest due July 1st has or has not been included.

<sup>2</sup> Covered by special deposit.

<sup>8</sup> Report covers period July 1, 1913, to March 31, 1914; see statement Organization, etc. Receiver has taken into his accounts interest accruals and payments, but not a liability for the principal of funded debt issued by the corporation details of which are reported from "general knowledge only".

<sup>9</sup> Report covers period April 1, 1914, to June 30, 1914; see statement Organization, etc.

<sup>10</sup> Of this amount \$265 was charged to fixed capital.

<sup>11</sup> Successor to the Geneva and Auburn Railway Company; see statement Organization, etc.

<sup>12</sup> Of the \$298,000 first consolidated mortgage bonds, \$86,000 have been sold and interest paid as here shown. "The balance are owned by G. T. Rogers, principal owner of the company, who has canceled and returned to the company all matured coupons therefrom."

TABLE 205 a: FUNDED DEBT, OPERATING ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (concluded)

The figures given are for the actually outstanding debt (*i. e.* securities not held by or for the issuing corporation) of the corporation as a whole; they are not segregated according to state lines. The corporations operating both within and without the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Berkshire Street Railway Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.

The amount shown under "Par value authorized for issue" is the amount already legally issued in addition to the amount which the respondent claims may be issued without further approval by state or other public authority.

The corporations are named in the order of their average revenues from street and interurban railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 209.

Corp'n No.	Name of corporation and securities outstanding	Amount of mortgage	Date of maturity	Interest provisions		Par value		Interest		
				Rate	Dates payable	Authorized for issue	Actually outstanding June 30, 1914	Accrued during year	Paid during year	Matured and unpaid at close of year <sup>1</sup>
		Dollars		%		Dollars	Dollars	Dollars	Dollars	Dollars
38	Wallkill Transit: First mortgage bonds 25-year .....	300,000	1930	5	May & Nov	300,000	298,100	14,905	.....	91,914
39	Elmira and Seneca Lake Traction: First mortgage bonds 20-year .....	200,000	1926	5	Mar & Sep	200,000	200,000	10,000	10,000	.....
40	Peekskill Lighting and Railroad: First mortgage gold bonds 30-year .....	750,000	1930	5	Apr & Oct	660,000	<sup>13</sup> 646,000	32,300	32,300	.....
41	Corning and Painted Post Street: First mortgage bonds 20-year .....	100,000	1916	5	Jan & Jul	100,000	100,000	5,000	5,000	.....
42	Hornell Traction: Hornellville Electric Ry. Co. 1st mtge. bonds 20-year. Hornellville and C. Ry. Co. 1st mtge. bonds 20-year.	70,000 80,000	1918 1918	4 4	Jan & Jul Apr & Oct	70,000 66,000	70,000 77,300	2,800 <sup>14</sup> 3,200	2,800 <sup>14</sup> 3,200	.....
	Totals .....						147,300	6,000	6,000	.....
43	Fishkill Electric: Mortgage bonds 20-year .....	50,000	1915	6	Jan & Jul	50,000	50,000	3,000	3,000	1,500
44	Huntington: First mortgage bonds 30-year .....	30,000	1920	5	Jun & Dec	26,000	26,000	1,300	1,300	.....
45	Buffalo and Williamsville Electric: Real estate mortgage bonds 40-year .....	3,500,000	1944	5	Jan & Jul	127,500	127,500	6,375	6,375	.....
46	Ogdensburg Street: Real estate mortgage bonds 30-year .....	150,000	1925	6	Mar & Sep	150,000	150,000	9,000	9,000	.....
47	Troy and New England: First mortgage gold bonds 50-year .....	160,090	1945	5	Feb & Aug	160,000	160,000	8,000	8,000	.....
48	New Paltz, Highland and Poughkeepsie Traction: First mortgage bonds 50-year .....	100,000	1953	4	May & Nov	100,000	100,000	4,000	4,000	.....
49	Plattsburgh Traction: First mortgage bonds 30-year .....	100,000	1926	6	Jan & Jul	80,000	80,000	4,800	4,800	.....
50	Eastern New York: Real estate mortgage bonds 30-year .....	150,000	1935	4.5	Jan & Jul	150,000	150,000	6,750	6,750	.....
	Power house mortgage 5-year .....	4,000	1918	6	Mar & Sep	4,000	4,000	240	240	.....
	Totals .....						154,000	6,990	6,990	.....
51	Rochester & Manitou: First mortgage gold bonds 20-year .....	60,000	1929	5	May & Nov	58,000	58,000	2,900	2,900	.....
52	Hudson River and Eastern: First mortgage gold bonds 50-year .....	1,000,000	1957	5	Feb & Aug	881,000	130,000	6,500	.....	28,300
54	Port Jervis Traction: First mortgage bonds 50-year .....	70,000	1960	5	Apr & Oct	70,000	70,000	3,500	<sup>15</sup> .....	875
55	New York, Westchester and Connecticut Traction: General mortgage bonds 50-year .....	2,500,000	1950	4	May & Nov	2,500,000	50,000	<sup>16</sup> 1,333	<sup>16</sup> .....	<sup>16</sup> .....
56	Penn Yan & Lake Shore: <sup>17</sup> First mortgage bonds 20-year .....	100,000	1917	5	Feb & Aug	100,000	100,000	5,000	5,000	.....
57	Buffalo and Depew: First mortgage bonds 30-year .....	350,000	1930	5	Jan & Jul	350,000	350,000	17,500	.....	236,250
59	St. Lawrence International Electric R.R. & Land: First mortgage bonds 30-year .....	200,000	1932	5	Jan & Jul	200,000	200,000	10,000	<sup>18</sup> .....	.....
60	Catskill Traction: First mortgage bonds 30-year .....	400,000	1940	5	Mar & Sep	60,000	60,000	3,000	500	2,500
61	Syracuse, Watertown and St. Lawrence River: First mortgage gold bonds 40-year .....	1,090,000	1952	5	Mar & Sep	200,000	200,000	10,000	2,700	12,075
62	Putnam and Westchester Traction: First mortgage gold bonds 30-year .....	200,000	1937	5	Jan & Jul	200,000	71,000	3,550	2,275	750
63	Suffolk Traction: First mortgage bonds .....	.....	1957	5	Jan & Jul	500,000	500,000	.....	.....	.....
66	Paul Smith's Electric Light and Power and R.R.: First mortgage bonds 30-year .....	400,000	1936	5	May & Nov	400,000	400,000	20,000	20,000	.....
67	Adirondack Lakes' Traction: Mountain Lake El. R.R. Co. 1st mtge. bonds 30-year.	100,000	1930	5	Jan & Jul	94,000	94,000	4,700	.....	51,700
	Grand totals .....						131,220,025	6,036,832	5,444,352	.....

<sup>1</sup> This column shows matured interest unpaid as reported by the corporation. It is evident in some cases that interest due July 1st has been included under this head; in other cases that such interest has not been included; while in still other instances the report does not show whether interest due July 1st has or has not been included.

<sup>13</sup> Includes \$100,000 first mortgage gold bonds purchased for sinking fund by the trustee of the fund with moneys paid to him by the respondent in accordance with the terms of the mortgage, which are carried on respondent's books as liabilities "actually outstanding" and are so reported. The corresponding asset is the amount issued over to the trustee of the fund, carried as "Sinking funds uninvested" and included on the balance sheet under "Miscellaneous temporary debits".

<sup>14</sup> Includes interest on bonds not yet sold to date of report, a certain part of which, not at that time ascertained, is properly chargeable to "Interest on unfunded debt," the bonds having been pledged as collateral to various loans.

<sup>15</sup> Interest on bonds accrued prior to January 1, 1914, canceled and credited to surplus.

<sup>16</sup> Interest on bonds accrued prior to July 1, 1913, canceled and credited to surplus. No interest on bonds reported accrued from July 1, 1913, to October 31, 1913.

<sup>17</sup> Formerly the Penn Yan, Keuka Park and Branchport Railway; see statement Organization, etc.

<sup>18</sup> Payment of interest waived by bondholders.



TABLE 205 b: FUNDED DEBT ISSUED OR ASSUMED, OPERATING ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914

Only those corporations are included which report funded debt actually issued or assumed during the year.

The amount shown under "Par value authorized for issue" is the amount already legally issued in addition to the amount which the respondent claims may be issued without further approval by state or other public authority.

The corporations are named in the order of their average revenues from street and interurban railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 209.

Corp'n No.	Name of corporation and securities issued or assumed	Interest rate	Dates		New York State authority claimed	Par value				Average price realized per cent of par
			Authorization	Maturity		Authorized	Issued or assumed during year	Issued for cash	Issued for other consideration	
1	<b>New York State Railways:</b>	%				<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
	First consolidated mortgage 50-year bonds....	4.5	1912-1914	1962	P. S. C. 2nd D....	12,525,000	2,900,000	2,900,000	.....	86.5
2	<b>International:</b>									
	Refunding and imp. gold 1st mtge. 50-year bonds	5	1912, 1913	1962	P. S. C. 2nd D....	10,420,000	1,794,000	1,794,000	.....	83.0
3	<b>United Traction:</b>									
	Consolidated mtge. 100-year bonds.....	4.5	1904-1907	2004	Bd. R.R. Com....	6,500,000	32,000	.....	<sup>1</sup> 32,000	.....
4	<b>Empire United Railways, Inc.:</b>									
	First refdg. mtge. 50-year bonds.....	5	1913, 1914	1963	P. S. C. 2nd D....	9,698,000	535,000	535,000	.....	85.0
	Subscriptions to 1st and refdg. bonds.....	.....	.....	.....	.....	.....	97,125	.....	.....	.....
12	<b>Binghamton:</b>									
	First consol. mtge. 30-year bonds.....	5	Jan 24, 1894	1931	Bd. R.R. Com....	2,500,000	81,000	76,000	<sup>2</sup> 5,000	.....
18	<b>Elmira Water, Light and Railroad:</b>									
	First consol. mtge. 50-year bonds.....	5	Sep 19, 1906	1956	Bd. R.R. Com....	1,047,000	.....	.....	.....	.....
	First consol. mtge. 50-year bonds.....	5	1908-1914	1956	P. S. C. 2nd D....	1,933,000	617,000	617,000	.....	85.0
21	<b>Otsego and Herkimer:</b>									
	First mtge. bonds 50-year.....	5	Mar 6, 1913	1962	P. S. C. 2nd D....	1,200,000	1,117,000	.....	<sup>3</sup> 1,117,000	.....
26	<b>Chautauqua Traction:</b>									
	First mtge. trust 30-year bonds.....	5	Apr 1, 1904	1934	Bd. R.R. Com....	600,000	441,000	.....	<sup>4</sup> 441,000	.....
29b	<b>Ithaca Traction Corporation:</b>									
	First and refdg. gold mtge. 50-year bonds....	5	Jul 29, 1914	1964	P. S. C. 2nd D....	488,000	488,000	277,000	<sup>5</sup> 211,000	.....
	Ithaca Street Ry. 1st mtge. 30-year bonds....	6	Jul 1, 1892	1922	.....	175,000	<sup>6</sup> 175,000	.....	.....	.....
	Ithaca Street Ry. 2nd mtge. bonds.....	6	Jan 2, 1894	1922	.....	75,000	<sup>6</sup> 75,000	.....	.....	.....
	Cayuga Lake Electric Ry. Co. 1st.....	6	Jun 1, 1894	1922	.....	25,000	<sup>6</sup> 25,000	.....	.....	.....
33	<b>Geneva, Seneca Falls and Auburn:</b> <sup>8</sup>									
	First mtge. gold 30-year bonds.....	5	Jul 3, 1913	1943	P. S. C. 2nd D....	524,000	475,000	.....	<sup>7</sup> 475,000	.....
34	<b>Waverly, Sayre and Athens Traction:</b>									
	First consol. mtge. 50-year bonds.....	5	Jun 28, 1905	1955	Bd. R.R. Com....	2,000,000	48,000	48,000	.....	90.0
35	<b>Syracuse and South Bay Electric:</b>									
	First mtge. gold 40-year bonds.....	5	Apr 30, 1907	1947	Bd. R.R. Com....	1,000,000	3,000	3,000	.....	90.0
	Gold 2½-year notes.....	6	Jun 11, 1913	1915	P. S. C. 2nd D....	250,000	74,000	74,000	.....	100.0
42	<b>Hornell Traction:</b>									
	Hornellsville and Canisteo Ry. Co. 1st mtge. 20-year bonds.....	4	<sup>9</sup> .....	1918	<sup>9</sup> .....	<sup>9</sup> 66,000	11,300	11,300	.....	100.0
60	<b>Catskill Traction:</b>									
	Receiver's certificates.....	6	Apr 28, 1914	.....	{ Order Court approved by P. S. C. 2nd D. }	12,000	7,500	7,500	.....	100.0

<sup>1</sup> Issued to retire a like amount of Albany Railway Company fifth mortgage bonds.

<sup>2</sup> Issued to retire a like amount of Binghamton Railroad Company first mortgage bonds.

<sup>3</sup> \$572,000 issued in payment for property and \$10,000 for capital stock of Hartwick Power Company; \$376,000 for "Rochester judgment"; \$40,000 for "Index property"; \$2000 for "Real estate"; \$117,000 for "Notes payable and accounts payable funded".

<sup>4</sup> Issued in payment for advances for construction purposes.

<sup>5</sup> Issued in part payment for properties of Ithaca Street Railway Company.

<sup>6</sup> Assumed on purchase of properties of Ithaca Street Railway Company.

<sup>7</sup> Issued in payment for property of the Geneva and Auburn Railway Company.

<sup>8</sup> Successor to the Geneva and Auburn Railway Company; see statement Organization, etc.

<sup>9</sup> Bonds pledged as collateral but previously reported as "actually outstanding" have been redeemed and sold without authorization by the Public Service Commission. Application pending for approval of such issue.

TABLE 206 a: CAPITAL STOCKS, OPERATING ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914

The figures given are for the actually outstanding capital stocks (*i. e.* stocks not held by or for the issuing corporation) of the corporation as a whole; they are not segregated according to state lines. The corporations operating both within and without the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Berkshire Street Railway Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.

The amount shown under "Par value authorized for issue" is the amount already legally issued in addition to the amount which the respondent claims may be issued without further approval by state or other public authority. Stock not otherwise specifically described is common.

The corporations are named in the order of their average revenues from street and interurban railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 209.

Corp'n No.	Name of corporation and class of stock	Par value		Cash realized on amount issued	Par value actually outstanding June 30, 1914	Dividends declared during year	
		Authorized for issue	Amount actually issued			Rate	Amount
		Dollars	Dollars	Dollars	Dollars	%	Dollars
1	New York State Railways.....	19,997,700	19,952,400	1.....	19,947,000	6	1,196,820
	Preferred.....	3,862,500	3,862,500	2.....	3,862,500	5	193,125
2	International.....	17,387,000	16,707,500	3 387,000	16,707,500	8.5	1,387,243
3	United Traction.....	12,500,000	12,500,000	4 099,950	12,500,000	4	503,000
4	Empire United Railways, Inc.....	7,300,000	7,300,000	5.....	7,300,000	.....	.....
	Preferred.....	2,300,000	2,300,000	.....	2,300,000	.....	.....
	First preferred.....	2,000,000	2,000,000	.....	2,000,000	.....	.....
5	Schenectady.....	7,000,000	4,100,000	6 3,234,067	4,100,000	6	246,000
6	Buffalo and Lake Erie Traction.....	5,000,000	5,000,000	7.....	4,654,100	.....	.....
	Preferred.....	2,500,000	2,500,000	7.....	2,500,000	.....	.....
7	Berkshire Street.....	5,398,100	5,398,100	8 5,398,100	5,398,100	.....	.....
8	Hudson Valley.....	3,000,000	2,902,400	9.....	2,970,700	.....	.....
9	Yonkers.....	1,000,000	1,000,000	.....	1,000,000	.....	.....
10	Fonda, Johnstown and Gloversville <sup>10</sup> .....	.....	.....	.....	.....	.....	.....
11	Westchester Electric.....	500,000	500,000	.....	500,000	.....	.....
12	Binghamton.....	1,150,000	978,995	11.....	978,995	4	30,129
13	Western New York and Pennsylvania Traction.....	1,000,000	1,000,000	12.....	1,000,000	.....	.....
	First preferred.....	600,000	600,000	13.....	600,000	6	35,961
	Second preferred.....	1,000,000	1,000,000	14.....	1,000,000	.....	.....
14	Auburn and Syracuse Electric.....	1,250,000	1,250,000	15 212,180	1,250,000	.....	.....
	Preferred.....	750,000	712,000	16.....	712,000	6	42,720
15	Buffalo, Lockport and Rochester.....	2,500,000	2,500,000	17.....	2,500,000	.....	.....
	Preferred.....	1,500,000	1,500,000	18.....	1,500,000	.....	.....
16	New York, Westchester and Boston.....	5,000,000	4,945,250	19.....	4,945,250	.....	.....
17	New York and Stamford.....	500,000	500,000	20.....	500,000	.....	.....
18	Elmira Water, Light and Railroad.....	1,000,000	1,000,000	21.....	1,000,000	2	20,000
	First preferred.....	850,000	850,000	22.....	850,000	.....	.....
	Second preferred.....	1,000,000	1,000,000	23 317,000	1,000,000	5	34,150
19	Jamestown Street.....	250,000	250,000	24.....	250,000	.....	.....
20	Albany Southern.....	1,375,000	1,375,000	25.....	1,375,000	.....	.....
	Preferred.....	2,029,000	2,029,000	26.....	2,029,000	.....	.....
21	Otsego and Herkimer.....	500,000	500,000	27.....	500,000	.....	.....
22	Westchester Street.....	700,000	700,000	28.....	700,000	.....	.....
23	Niagara Gorge.....	1,000,000	1,000,000	29.....	1,000,000	1	10,000
24	Poughkeepsie City and Wappingers Falls Electric.....	750,000	750,000	30.....	750,000	.....	.....
25	Orange County Traction.....	150,000	150,000	31.....	150,000	.....	.....
	Preferred.....	175,000	175,000	32.....	175,000	.....	.....
26	Chautauqua Traction.....	500,000	500,000	33.....	500,000	.....	.....
27	Elmira, Corning and Waverly.....	.....	336,900	34 36,900	336,900	.....	.....
28	Kingston Consolidated.....	200,000	200,000	35.....	200,000	.....	.....
	Preferred.....	200,000	200,000	36.....	200,000	.....	.....
29	Ithaca Traction Corporation.....	400,000	400,000	37.....	400,000	.....	.....
30	Syracuse and Suburban.....	400,000	400,000	38.....	400,000	2.25	9,000
31	Warren and Jamestown Street.....	200,000	200,000	39.....	200,000	9	18,000
32	Black River Traction.....	105,000	105,000	40.....	105,000	15	15,750
33	Geneva, Seneca Falls and Auburn.....	200,000	157,100	41.....	157,100	.....	.....
34	Waverly, Sayre and Athens Traction.....	200,000	200,000	42.....	200,000	.....	.....
35	Syracuse and South Bay Electric.....	1,000,000	700,000	43.....	700,000	.....	.....
	Preferred.....	500,000	300,000	44.....	300,000	.....	.....
36	Buffalo Southern.....	2,000,000	547,200	45.....	547,200	.....	.....
37	Cortland County Traction.....	1,000,000	320,000	46.....	320,000	.....	.....
38	Walkill Transit.....	700,000	350,000	47.....	350,000	.....	.....
39	Elmira and Seneca Lake Traction.....	200,000	200,000	48.....	200,000	.....	.....
40	Peekskill Lighting and Railroad.....	500,000	500,000	49.....	500,000	.....	.....
	Preferred.....	150,000	150,000	50.....	150,000	6	9,000

<sup>1</sup> Issued in exchange for stocks of constituent or system corporations as follows: \$1,100,000 stock of Rochester and Sodus Bay Railway Company; \$15,290,200 of Rochester and Eastern Rapid Railway Company; \$334,000 preferred and \$66,000 common of Rochester and Suburban Railway Company; \$173,900 of Rochester Electric Railway Company; \$100,000 of Ontario Light and Traction Company; and \$4,500,000 second preferred stock of New York State Railways.

<sup>2</sup> Issued in exchange for \$3,000,000 preferred stock of Rochester Railway Company, and \$750,000 preferred stock of Rochester and Sodus Bay Railway Company.

<sup>3</sup> \$10,120,500 issued upon consolidation in 1902 for like amount of stock of constituent companies; \$6,200,000 issued shortly after consolidation in payment and satisfaction of like amount of outstanding obligations of consolidated company.

<sup>4</sup> In addition to amount issued for cash, \$4,000,000 were issued for purposes of consolidation (including \$400 issued in trust to redeem securities of consolidated companies when presented); \$7,500,000 issued December, 1906, to acquire certain securities of Hudson Valley Railway Company.

<sup>5</sup> Entire capital stock issued for stock of constituent companies as follows: common stock exchanged, share for share, for common stock of Syracuse, Lake Shore and Northern Railroad Company; and for common stock at \$80 per share of Rochester, Syracuse and Eastern Railroad Company; preferred stock exchanged for preferred stock at \$92 per share of Rochester, Syracuse and Eastern Railroad Company; first preferred stock exchanged, share for share, for preferred stocks of Syracuse, Lake Shore and Northern Railroad Company, and of Auburn and Northern Electric Railroad Company; for preferred stock at \$11 per share of Rochester, Syracuse and Eastern Railroad Company; and for the common stock at \$12.50 per share of Auburn and Northern Electric Railroad Company.

<sup>6</sup> \$109,933 issued on account of construction and acquisition of property; \$366,000 "stock dividend charged to surplus (an equal amount of cash having been expended for property)".

<sup>7</sup> Upon consolidation, \$3,420,000 common and \$1,000,000 preferred stock were issued for like amount of stock of former Buffalo and Lake Erie Traction Company, and \$830,000 common and \$1,500,000 preferred stock issued for like amount of stock of Erie Rapid Transit Company. In 1907, \$750,000 common stock was issued to Western New York Construction Company in consideration of agreement to deliver an equal amount of stock of Jamestown, Chautauqua and Lake Erie Railroad Company, of which prior to July 1, 1912, \$403,700 had

been delivered, and during the year ended June 30, 1913, \$400 additional was delivered; the Western New York Construction Company not being able to deliver the remainder, in lieu thereof the respondent has accepted a return of a corresponding amount of its own stock theretofore issued.

<sup>8</sup> \$2,631,000 issued for purposes of consolidation and \$361,400 for construction.

<sup>9</sup> There are also outstanding 76 shares of stock of underlying companies.

<sup>10</sup> For capital stock of Fonda, Johnstown and Gloversville Railroad Company see Table 106 a.

<sup>11</sup> Principally issued for stock of constituent companies.

<sup>12</sup> Common and second preferred stock, also bonds, issued for purchase of existing railroads and for construction and equipment of extensions.

<sup>13</sup> Issued to retire \$500,000 funded debt and \$93,355 bills payable; balance of \$625 charged to surplus account.

<sup>14</sup> Remainder issued for construction.

<sup>15</sup> Issued for construction.

<sup>16</sup> \$59,600 issued, share for share, for \$23,000 stock of Albion and Lockport Railway Company, \$3600 of Albion Electric Railway Company, \$30,000 of Albion and Rochester Railway Company; \$3,940,400 issued for construction.

<sup>17</sup> Exchanged for other securities, amounts unknown.

<sup>18</sup> Remainder exchanged for other securities.

<sup>19</sup> Issued for acquisition at foreclosure sale of all property, rights, and franchises of Albany and Hudson Railroad Company, September 7, 1909.

<sup>20</sup> Issued for purchase of property.

<sup>21</sup> Issued for the acquisition of parts of the Tarrytown, White Plains and Manaroneck Railroad Company, and for organization expenses.

<sup>22</sup> Remainder issued for construction and in exchange for stock of consolidated companies.

<sup>23</sup> Remainder issued in part consideration for construction.

<sup>24</sup> Issued for stock of constituent companies.

<sup>25</sup> Issued in part consideration for the purchase of the property and equipment of the Ithaca Street Railway Company.

<sup>26</sup> Issued in part consideration for the purchase of the property of the Geneva and Auburn Railway Company.

<sup>27</sup> Issued for purchase and construction of road.

<sup>28</sup> \$80,000 issued for stock of Buffalo, Gardenville and Ebenezer Railway Company; \$5700 for stock of Buffalo Southern Railway Company; and \$461,500 for purchase of property.

<sup>29</sup> Issued for purchase of property and reorganization purposes.

<sup>30</sup> Issued for cash (amount not stated) and property.



TABLE 206 a: CAPITAL STOCKS, OPERATING ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (concluded)

The figures given are for the actually outstanding capital stocks (*i. e.* stocks not held by or for the issuing corporation) of the corporation as a whole; they are not segregated according to state lines. The corporations operating both within and without the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Berkshire Street Railway Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.

The amount shown under "Par value authorized for issue" is the amount already legally issued in addition to the amount which the respondent claims may be issued without further approval by state or other public authority. Stock not otherwise specifically described is common.

The corporations are named in the order of their average revenues from street and interurban railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 209.

Corp'n No.	Name of corporation and class of stock	Par value		Cash realized on amount issued	Par value actually outstanding June 30, 1914	Dividends declared during year	
		Authorized for issue	Amount actually issued			Rate	Amount
		Dollars	Dollars	Dollars	Dollars	%	Dollars
41	Corning and Painted Post Street.....	100,000	100,000	.....	100,000	.....	.....
42	Hornell Traction.....	120,000	120,000	24.....	117,900	2	2,358
43	Fishkill Electric.....	50,000	50,000	14 5,100	50,000	.....	.....
44	Huntington.....	30,000	30,000	14 3,050	30,000	.....	.....
45	Buffalo and Williamsville Electric.....	3,500,000	75,000	69,400	75,000	.....	.....
46	Ogdensburg Street.....	150,000	150,000	150,000	150,000	.....	.....
47	Troy and New England.....	350,000	180,000	14 5,030	180,000	2	3,600
48	New Paltz, Highland and Poughkeepsie Traction.....	100,000	100,000	31 10,000	100,000	.....	.....
49	Plattsburgh Traction.....	100,000	100,000	14 10,000	100,000	4	4,000
50	Eastern New York.....	275,000	275,000	32.....	275,000	.....	.....
51	Rochester & Manitou.....	60,000	60,000	33 10,000	60,000	.....	.....
52	Hudson River and Eastern Traction.....	400,000	84,000	30.....	84,000	.....	.....
53	Glen Cove.....	10,000	10,000	.....	10,000	.....	.....
54	Port Jervis Traction.....	20,000	19,985	34.....	19,985	.....	.....
55	New York, Westchester and Connecticut Traction.....	600,000	600,000	14 24,500	200,000	.....	.....
56	Penn Yan & Lake Shore <sup>34</sup> .....	100,000	94,000	.....	94,000	.....	.....
57	Buffalo and Depew.....	350,000	305,000	15.....	305,000	.....	.....
58	Nassau County.....	50,000	35,000	.....	35,000	.....	.....
59	St. Lawrence International Electric Railroad & Land.....	250,000	250,000	36 28,000	250,000	.....	.....
60	Catskill Traction.....	60,000	60,000	37 12,000	60,000	.....	.....
61	Syracuse, Watertown and St. Lawrence River.....	100,000	40,000	.....	40,000	.....	.....
62	Putnam and Westchester Traction.....	75,000	75,000	.....	75,000	.....	.....
63	Suffolk Traction.....	500,000	500,000	14 27,700	500,000	.....	.....
64	Babylon.....	35,000	25,000	.....	25,000	.....	.....
65	Northport Traction.....	45,000	45,000	.....	45,000	.....	.....
66	Paul Smith's Electric Light and Power and Railroad.....	200,000	200,000	.....	200,000	.....	.....
67	Adirondack Lakes' Traction.....	60,000	60,000	38 1,500	60,000	.....	.....
68	Lima-Honeoye Light and Railroad.....	5,000	5,000	.....	5,000	.....	.....
	Totals.....		120,292,330	.....	119,517,230	.....	3,766,856

<sup>11</sup> Remainder issued for construction.  
<sup>12</sup> Issued for construction.  
<sup>24</sup> Issued for stock of constituent companies.  
<sup>30</sup> Issued for cash (amount not stated) and property.  
<sup>31</sup> Remainder issued for property purchased.  
<sup>32</sup> Issued for reorganization purposes.  
<sup>33</sup> Remainder issued for purchase of property of former Rochester, Charlotte and Manitou Railway Company.

<sup>34</sup> Issued to bondholders of Port Jervis Electric Light, Power, Gas and Railroad Company for inventory value of electric railroad property.  
<sup>35</sup> Formerly Penn Yan, Keuka Park and Branchport Railway; see statement Organization, etc.  
<sup>36</sup> Remainder issued for reorganization purposes.  
<sup>37</sup> Remainder issued as part payment for road.

TABLE 206 b: CAPITAL STOCKS ISSUED, OPERATING ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914

Only those corporations are included which report any capital stock issued during the year.

The amount shown under "Par value authorized for issue" is the amount already legally issued in addition to the amount which the respondent claims may be issued without further approval by state or other public authority.

The corporations are named in the order of their average revenues from street and interurban railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 209.

Corp. No.	Name of corporation and class of stock	Date of authorization	New York State authority claimed	Par value				Average price realized per cent of par
				Authorized for issue	Issued during year	Issued for cash	Issued for other consideration	
				Dollars	Dollars	Dollars	Dollars	
2	International: Common.....	1.....	1.....	17,387,000	387,000	387,000	.....	100.00
18	Elmira Water, Light and Railroad: First preferred.....	Apr 21, 1914	P. S. C. 2nd D.....	850,000	850,000	850,000	.....	100.00
	Second preferred.....	2.....	2.....	1,000,000	317,000	317,000	.....	100.00
22	Westchester Street: Common.....	Jun 24, 1914	P. S. C. 2nd D.....	700,000	700,000	.....	3 709,000	.....
29b	Ithaca Traction Corporation: Common.....	Jul 29, 1914	P. S. C. 2nd D.....	400,000	400,000	.....	4 400,000	.....
33	Geneva, Seneca Falls and Auburn: Common.....	Jul 3, 1913	P. S. C. 2nd D.....	200,000	157,100	.....	5 157,000	.....

<sup>1</sup> Of the total "Par value authorized for issue," \$387,000 was authorized by the Public Service Commission, Second District, June 10, 1914.  
<sup>2</sup> Of the total "Par value authorized for issue," \$317,000 was authorized by the Public Service Commission, Second District, April 21, 1914.  
<sup>3</sup> Issued for acquisition of parts of the Tarrytown, White Plains and Mamaroneck Railroad Company and for organization expenses.

<sup>4</sup> Issued in part consideration for the purchase of the property of the Ithaca Street Railway Company.  
<sup>5</sup> Issued in part consideration for the purchase of the property of the Geneva and Auburn Railway Company.

TABLE 207 a: LOCATION AND LENGTH OF ROAD OPERATED, OPERATING ELECTRIC RAILROAD CORPORATIONS, JUNE 30, 1914

The roads are grouped under the name of the operating corporation into classes, as follows: (A) Line owned by the operating corporation; (B) Line owned by a corporation all of whose capital stock is held by the operating corporation; (C) Line operated under lease for a definite annual rent; (D) Line operated under contract or agreement, or where the rent is contingent on earnings or other consideration; (E) Line operated under trackage rights. The length of road stated is confined to that portion lying within the State of New York, and of corporations within the jurisdiction, for the purposes of these annual reports, of the Public Service Commission, Second District, State of New York. The corporations are named in the order of their average revenues from street and interurban railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 209.

No. and class	Operating corporation and road operated	Termini	Length of road in New York State			Accessory tracks in New York State		
			Miles	Miles	Miles	2nd main track	3rd to 5th main tracks	Other tracks
1	<b>New York State Railways:</b>							
A	Rochester city line.....	Lines within city limits and short extensions outside.	60.14	55.09	.....	.....	.....	12.89
A	Summersville line.....	City line to Summersville via Summersville Boulevard.	4.56	4.52	.....	.....	.....	.....
A	Sea Breeze line.....	Norton St. (city line)—Sea Breeze.	5.57	4.76	.....	.....	.....	.....
A	Rochester and Eastern line.....	Rochester city line—Geneva.	5.57	4.76	.....	.....	.....	.....
A	Rochester and Eastern line.....	Rochester city line—Geneva.	5.57	4.76	.....	.....	.....	.....
A	Columbia-Whitesboro.....	Westmoreland St.—Sodus Point.	38.86	2.52	.....	.....	.....	3.87
A	Utica, Clinton and Binghamton Ry. Co., Columbia-Whitesboro.	Westmoreland St.—Bradley bridge.	39.08	3.52	.....	.....	.....	3.18
C	New York Mills.....	Genesee St.—Westmoreland St.	4.95	1.15	.....	.....	.....	.....
C	Utica, Clinton and Binghamton Ry. Co., New York Mills.	Burrstone Mill—Center of Golf Grounds loop.	2.68	.13	.....	.....	.....	.....
A	Blandina St.....	Yorkville—Burrstone Mill.	1.97	.02	.....	.....	.....	.....
A	Capron line.....	Genesee St.—West Shore R.R.	1.72	.05	.....	.....	.....	.....
A	South St.....	New Hartford—Capron.	1.48	.....	.....	.....	.....	.....
A	Eagle St.....	Genesee St.—West Shore R.R.	1.25	.09	.....	.....	.....	.....
A	Elm St.....	Genesee St.—Grove Place on Steuben.	1.25	.09	.....	.....	.....	.....
A	Oriskany division.....	Eagle St.—West Shore R.R. on Oneida St.	.92	.....	.....	.....	.....	.....
A	Summit Park.....	Bradley bridge—Right of way Oriskany.	2.11	.....	.....	.....	.....	.....
A	Lafayette and Whitesboro Sts.....	Whitesboro road—Summit Park.	1.16	.....	.....	.....	.....	.....
A	Lincoln Ave. line.....	Genesee St.—Saratoga St.	.93	.01	.....	.....	.....	.....
A	West Ave. (formerly Philip St.) line.....	Genesee St.—Forest Park.	1.60	.04	.....	.....	.....	.....
A	Deerfield line.....	Columbia Square—Ash St.	2.43	.....	.....	.....	.....	.....
A	Whitesboro-South Side.....	Genesee St.—City line.	2.12	.16	.....	.....	.....	.....
A	Frankfort division.....	Old Mohawk River bridge—End of Schuyler road.	3.15	.....	.....	.....	.....	.....
A	Herkimer-Mohawk-Iron and Frankfort.....	Halfway bridge—Bradley bridge.	7.17	.....	.....	.....	.....	.....
A	Little Falls division.....	Oriskany—Rome loop.	8.42	.....	.....	.....	.....	.....
A	Clinton division.....	Utica city line—Frankfort.	8.42	.....	.....	.....	.....	.....
A	Rome City system.....	Main St., Herkimer—Litchfield St., Frankfort.	5.64	.....	.....	.....	.....	.....
A	Mohawk St.....	Main St., Herkimer—corner Main and John Sts., Little Falls.	5.41	.....	.....	.....	.....	.....
A	Main St., Oneida.....	New Hartford—Clinton loop.	6.90	.....	.....	.....	.....	.....
A	Central Ave. and West St., Oneida.....	John St., car-house—End of all lines.	2.47	.....	.....	.....	.....	.....
A	Wampsville.....	Bleeker St.—Roscoe Conkling Park.	1.27	.....	.....	.....	.....	.....
A	Utica connection.....	Madison St.—Seneca Turnpike.	1.36	.....	.....	.....	.....	.....
A	Syracuse connection.....	Main St.—Private right of way.	1.26	.....	.....	.....	.....	.....
A	Kenwood.....	Main St.—Lenox St.	2.02	.....	.....	.....	.....	.....
A	Syracuse line, tracks around Wolf St. shops.....	Lenox Ave.—New York, Ontario and Western Ry.	1.61	.....	.....	.....	.....	.....
A	North and South Salina.....	Genesee St.—West Shore R.R. right of way.	1.17	.....	.....	.....	.....	.....
A	East Genesee and Dudley.....	West Shore R.R. right of way—Burnet Ave.	1.61	.....	.....	.....	.....	.....
A	Solvay line.....	Sherrill—Kenwood.	3.1	.....	.....	.....	.....	.....
A	West Genesee St.....	Syracuse on Wolf, 5th North, 6th North, and Free Sts.	4.77	.....	.....	.....	.....	.....
A	Oak Valley.....	Iron Pier—City line.	1.53	.....	.....	.....	.....	.....
A	Grape St.....	City line—Onondaga Valley.	6.48	.....	.....	.....	.....	.....
A	Liverpool.....	Eucled Ave. loop—Avery Ave.	3.36	.....	.....	.....	.....	.....
A	Wolf St.....	Common center—City line.	1.43	.....	.....	.....	.....	.....
A	Court St.....	City line—Darrow Ave.	1.97	.....	.....	.....	.....	.....
A	Midland.....	Common center—Bridge St.	1.73	.....	.....	.....	.....	.....
A	Buttermut.....	Elmer St.—City line.	1.73	.....	.....	.....	.....	.....
A	Eastwood.....	City line—Onondaga Valley.	1.73	.....	.....	.....	.....	.....
A	University Ave.....	South Salina St.—Oakwood Cemetery.	2.94	.....	.....	.....	.....	.....
A	Shomard St.....	North Salina St.—City line.	1.11	.....	.....	.....	.....	.....
A	Common center.....	North Salina St.—7th North St.	1.11	.....	.....	.....	.....	.....
A	Minna.....	North Salina St.—City line.	2.53	.....	.....	.....	.....	.....
A	Rockwell.....	North Salina St.—Townsend St., Erie Canal—Woodlawn Cemetery.	1.71	.....	.....	.....	.....	.....
A	Green St.....	James St.—City line.	.05	.....	.....	.....	.....	.....
A	Court St.....	City line—Chesborough Ave.	.89	.....	.....	.....	.....	.....
A	.....	East Genesee St.—Stadium loop.	1.33	.....	.....	.....	.....	.....
A	.....	Buttermut St.—Kirkpatrick St.	.84	.....	.....	.....	.....	.....
A	.....	South Ave.—Rider Ave.	.12	.....	.....	.....	.....	.....
A	.....	West Water, East Jefferson and Robbers Row.	3.33	.....	.....	.....	.....	.....
A	.....	East Onondaga—Rockwell Springs.	1.69	.....	.....	.....	.....	.....
A	.....	Hawley Ave.—Lodi St.	.23	.....	.....	.....	.....	.....
A	.....	City line—Assumption Cemetery.	.39	.....	.....	.....	.....	.....



TABLE 207 a: LOCATION AND LENGTH OF ROAD OPERATED, OPERATING ELECTRIC RAILROAD CORPORATIONS, JUNE 30, 1914 (continued)

The roads are grouped under the name of the operating corporation into classes, as follows: (A) Line owned by the operating corporation; (B) Line owned by a corporation all of whose capital stock is held by the operating corporation; (C) Line operated under lease for a definite annual rent; (D) Line operated under contract or agreement, or where the rent is contingent on earnings or other consideration; (E) Line operated under truckage rights. The length of road stated is confined to that portion lying within the State of New York, and of corporations within the jurisdiction, for the purposes of these annual reports, of the Public Service Commission, Second District, State of New York. The corporations are named in the order of their average revenues from street and interurban railroad operations during the year ended June 30, 1914, for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 209.

No. and class	Operating corporation and road operated	Termini	Length of road in New York State	Accessory tracks in New York State		
				2nd main track	3rd to 5th main tracks	Other tracks
1	<b>New York State Railways (continued):</b>					
B	East Side Traction Co., East Syracuse.	James St.—City line.	Miles 2.57	Miles 1.84	Miles	Miles .08
B	East Side Traction Co., East Syracuse.	City line—East Syracuse.	2.68	.85		.16
B	East Side Traction Co., Eastwood.	Chesebrough—Boston St.	4.26	.85		
C	Rochester Electric Ry. Co.	Ridge road (Rochester city line)—Charlotte.	4.70	4.70		.31
C	Ontario Light and Traction Co.	City St.—Canandaigua.	2.32	.47		
C	Utica, Clinton and Binghamton Ry. Co., Genesee St.	Main St.—car-house—New Hartford.	3.98	3.98		.50
E	West Shore R.R.	Utica—Syracuse.	44.10	44.10	17.37	
E	Syracuse and Suburban R.R.	Montgomery St.—South State St.	.69	.09		
2	<b>International:</b>					
A	International Ry. Co.	Various lines.	185.71	113.17		25.46
C	Erie R.R. Co.	500 feet east N. Y. C. & H. R. R. R. North Tonawanda—Lockport.	18.04	3.49		3.07
C	Erie R.R. Co.	Sweeney St., North Tonawanda—Buffalo St.—Niagara.	15	.11		
E	Niagara Falls Reservation, Niagara Falls, N. Y.	Riverway St., Niagara Falls from Falls St.—Niagara.	1.68			.35
E	Erie R.R. Co.	Sweeney St., North Tonawanda—500 feet east N. Y. C. & H. R. R. R.	3.12			
E	New York Central and Hudson River R.R. Co.	All in lower town, Lockport, N. Y.	1.85	1.85		.03
E	Buffalo and Lake Erie Traction Co.	South Park Ave. and Ridge Road, Lockawanna—No. 2 gate, Lockawanna Steel Co.		.50		
E	Buffalo and Lake Erie Traction Co.	Swan St., Buffalo—Oak St.				
3	<b>United Traction:</b>					
A	United Traction Co.	In city of Albany.	19.67	13.61		2.16
A	United Traction Co.	Kenwood—Albany city line in Albany county.	.29			
A	United Traction Co.	Albany city line—Watervliet city line in Albany county.	2.50	2.50		.18
A	United Traction Co.	Watervliet city line—Green Island depot in Albany county.	.16	.16		
A	United Traction Co.	In city of Watervliet.	4.16	4.09		.03
A	United Traction Co.	In city of Cohoes.	.51			
A	United Traction Co.	Troy city line—Cohoes city line in Saratoga county.	16.54	15.54		1.91
A	United Traction Co.	In city of Troy.	1.04	.74		
A	United Traction Co.	In city of Albany.	2.66	.81		
A	United Traction Co.	In city of Rensselaer.	1.29	1.29		
B	Capitol Ry.	Watervliet city line—Cohoes city line in Albany county.	1.05	.50		.10
B	Cohoes Ry.	In city of Cohoes.	5.20			.38
B	Cohoes Ry.	In city of Troy.	.12	.12		
C	Troy and Cohoes R.R. Co.	Troy city line—Cohoes city line in Albany county.	1.99	1.44		
C	Troy and Cohoes R.R. Co.	In city of Cohoes.	1.47	.15		
C	Troy and Cohoes R.R. Co.	In city of Troy.	.14			
C	Lansingburgh and Cohoes R.R. Co.	In city of Cohoes.	.96	.31		
C	Watervliet and Cohoes R.R. Co.	Cohoes city line—Watervliet in Saratoga county.	1.45	.34		
C	Watervliet and Cohoes R.R. Co.	In city of Cohoes.	.43			
4	<b>Empire United Railways, Inc.:</b>					
A	Rochester and Syracuse division.	Rochester city line—Lake Shore Junction.	78.52	78.52		1.69
A	Auburn—Port Byron.	Auburn—Port Byron.	7.74	10		.40
A	Syracuse—Oswego division.	Syracuse Terminal—Erie St., Oswego, West Broadway, Fulton.	38.40	20.21		1.58
A	Oswego city division.	Oswego—Oswego Beach—Seneca Hill.	10.15	.17		.82
D	Monroe County Electric Bolt Line Co.	Main St., Fairport—Basket road, town of Perinton.	.75	.75		
E	New York State Rys., Rochester and Syracuse division.	Rochester Four Corners—Culver Road.	2.63	2.63		
E	Auburn and Syracuse Electric R.R. Co.	In city of Auburn—State St., Genesee St., and North St.	.66	.50		
5	<b>Schenectady:</b>					
A	Albany division.	Schenectady city line—Schenectady—Albany county line.	2.35	2.35		.08
A	Albany division.	Schenectady—Albany county line—Albany city line.	7.45	7.45		.19
A	Troy division.	Schenectady city line—Schenectady—Albany county line.	4.44	4.44		.03
A	Troy division.	Schenectady—Albany county line—Watervliet city line.	6.21	6.21		.16
A	Saratoga division.	Aqueduct Junction—Schenectady—Saratoga county line.	2.10	2.10		.03
A	Saratoga division.	Schenectady—Saratoga county line—Bath St., Ballston.	9.84	9.84		.35
A	Aqueduct division.	Schenectady city line—Terminus, Aqueduct.	1.62	1.47		.48
A	Rexford division.	Albany Junction—Schenectady—Saratoga county line.	.23	.23		
A	Rexford division.	Schenectady—Saratoga county line—Terminus, Rexford.	.47	.47		.01
A	Fonda, Johnstown and Gloversville connection.	Schenectady—Scotia bridge—Boston and Maine undercrossing.	1.05	1.03		.15
A	Scotia division.	North End Scotia bridge—end of Mohawk and Ballston Aves.	2.37	.56		
A	Schenectady division.	In city of Schenectady.	20.50	13.00		3.49
A	United Traction Co., Albany division.	Albany city line—Watervliet Ave., Albany.	.76	.76		.01
E	United Traction Co., Albany division.	Watervliet Ave.—Broadway, Albany.	2.51	2.46		
E	United Traction Co., Troy division.	Watervliet city line—Third Ave., Watervliet.	1.60	1.60		.03
E	United Traction Co., Troy division.	Third Ave., Watervliet—Union Station, Troy.	1.32	.82		.04
E	Hudson Valley Ry. Co., Saratoga division.	Bath St.—Ballston Junction, Ballston.	.92	.92		.05
E	Delaware and Hudson Co., Saratoga division.	Ballston Junction, Ballston—Broadway, Saratoga Springs.	5.35	5.55		.21

6	<b>Buffalo and Lake Erie Traction:</b>	Electric Ave. and Ridge road—Hamburg turnpike. Ridge road from Abbott road—Hamburg turnpike. Buffalo city line—Woodlawn. East Main St., Fredonia. Buffalo city line—New York—Pennsylvania state line. Oak and Swan Sts.—Freight house. Clinton and Washington Sts.—Oak and Swan Sts. Freight house—Buffalo city line. In city of Dunkirk. Oak and Swan Sts.—Freight house. Freight house—Jefferson St. barn. Hoosick Falls—New York—Vermont state line. Waterford—Fort Edward. Thomson—Greenwich. Mechanicville—Saratoga Springs. Ballston Junction—Ballston Spa. Saratoga Springs—Saratoga Lake. Fort Edward—Glens Falls. Saratoga Junction—Warrensburg. Saratoga Race Track—East Ave. Junction, Saratoga Springs. Local lines, Glens Falls and South Glens Falls. Saratoga Springs—Saratoga Junction. Waterford—Lansingburgh—Troy. Northumberland—Thomson. Getty Square—Ashburton Ave. Getty Square—South Broadway. McLean Ave. and South Broadway—Webster Ave. Rivendale Ave., Main St.—New York city line. Warburton Ave. and Main St., Yonkers—Terminus at Hastings. Shonnard Place—Roberts Ave. New Main St.—North city line, Yonkers. Walnut St.—Palisade Ave. Nepperhan Ave.—Bronx River road at Mount Vernon city line. Car-barns—Getty Square. Palisade Ave.—Park Ave. Getty Square—New York city line. Ashburton Ave.—Shonnard Place. Park Ave.—Palisade Ave. Elin St.—Saw Mill River Road. Walnut St.—Tuckahoe Road. Saw Mill River Road—Tuckahoe village line. Village of Hastings—Yonkers city line, Main St. Village of Hastings, Warburton Ave.—Farragut Road. Village of Hastings, Main St.—Terminal. Broadway and Yonkers city line—242nd St., New York city. Bronx river and Tuckahoe Road—Tuckahoe station, N. Y. C. & H. R. R. R. Bronx river and Yonkers Ave.—West Mount Vernon station, N. Y. C. & H. R. R. R. Gloversville—Schenectady. Gloversville—Fonda. In city of Gloversville. Clizbe Ave., Rockton—Huganuan. In city of Amsterdam. Gloversville—Johnstown. Boston and Maine R. R. bridge—Lafayette St., Schenectady. City of New York. City of Mount Vernon. City of New Rochelle. Town of Eastchester. Village of Bronxville. Village of Tuckahoe. Pelham Manor line—New Rochelle line. Village of Pelham. Village of North Pelham. Village of Pelham Manor. New Rochelle line—Larchmont line. City of New Rochelle. White Plains Road, West Farms Road, Gun Hill Road, Webster Ave. White Plains Road, Boston Road, Bronx Park East, Morris Park Ave., West Farms Road. In city of Binghamton. Corporation line on Main St.—Union. Corporation line on Floral Ave.—Catholic Cemetery. Corporation line on Cheungo St.—Port Dickinson.	7.46 2.43 2.28 2.17 66.12 13.00 5.2 38 3.48 3.24 2.36 1.4 50 7.11 30.05 6.50 18.54 1.19 1.04 5.14 6.53 32.08 21 1.20 3.57 1.72 5.10 47 45 56 2.86 1.50 3.05 1.45 3.05 66 3.75 20 3.75 14 28 78 24 11 12 12 1.07 1.61 84 1.07 49 1.36 2.25 1.24 1.14 22 1.23 3.84 1.15 2.29 3.48 3.48 4.08 1.99 2.07 8.25 3.21 10.46 3.22 93 72 42 27 1.03 1.84 85 22 95 3.37 3.48 2.26 21.13 7.54 1.40 84	1.33 1.11 1.19 1.77 1.77 38 11 13 14 50 44 2.59 51 1.19 1.04 55 1.66 1.88 14 14 08 5.10 47 45 56 2.86 1.50 3.05 1.45 3.05 66 13 19 20 14 02 28 24 11 12 12 1.07 1.61 84 1.07 49 1.36 2.25 1.24 1.14 22 1.23 3.84 1.15 2.29 3.48 3.48 4.08 1.99 2.07 8.25 3.21 10.46 3.22 93 72 42 27 1.03 1.84 85 22 95 3.37 3.48 2.26 21.13 7.54 1.40 84
7	<b>Buffalo and Lake Erie Traction:</b>	Electric Ave. and Ridge road—Hamburg turnpike. Ridge road from Abbott road—Hamburg turnpike. Buffalo city line—Woodlawn. East Main St., Fredonia. Buffalo city line—New York—Pennsylvania state line. Oak and Swan Sts.—Freight house. Clinton and Washington Sts.—Oak and Swan Sts. Freight house—Buffalo city line. In city of Dunkirk. Oak and Swan Sts.—Freight house. Freight house—Jefferson St. barn. Hoosick Falls—New York—Vermont state line. Waterford—Fort Edward. Thomson—Greenwich. Mechanicville—Saratoga Springs. Ballston Junction—Ballston Spa. Saratoga Springs—Saratoga Lake. Fort Edward—Glens Falls. Saratoga Junction—Warrensburg. Saratoga Race Track—East Ave. Junction, Saratoga Springs. Local lines, Glens Falls and South Glens Falls. Saratoga Springs—Saratoga Junction. Waterford—Lansingburgh—Troy. Northumberland—Thomson. Getty Square—Ashburton Ave. Getty Square—South Broadway. McLean Ave. and South Broadway—Webster Ave. Rivendale Ave., Main St.—New York city line. Warburton Ave. and Main St., Yonkers—Terminus at Hastings. Shonnard Place—Roberts Ave. New Main St.—North city line, Yonkers. Walnut St.—Palisade Ave. Nepperhan Ave.—Bronx River road at Mount Vernon city line. Car-barns—Getty Square. Palisade Ave.—Park Ave. Getty Square—New York city line. Ashburton Ave.—Shonnard Place. Park Ave.—Palisade Ave. Elin St.—Saw Mill River Road. Walnut St.—Tuckahoe Road. Saw Mill River Road—Tuckahoe village line. Village of Hastings—Yonkers city line, Main St. Village of Hastings, Warburton Ave.—Farragut Road. Village of Hastings, Main St.—Terminal. Broadway and Yonkers city line—242nd St., New York city. Bronx river and Tuckahoe Road—Tuckahoe station, N. Y. C. & H. R. R. R. Bronx river and Yonkers Ave.—West Mount Vernon station, N. Y. C. & H. R. R. R. Gloversville—Schenectady. Gloversville—Fonda. In city of Gloversville. Clizbe Ave., Rockton—Huganuan. In city of Amsterdam. Gloversville—Johnstown. Boston and Maine R. R. bridge—Lafayette St., Schenectady. City of New York. City of Mount Vernon. City of New Rochelle. Town of Eastchester. Village of Bronxville. Village of Tuckahoe. Pelham Manor line—New Rochelle line. Village of Pelham. Village of North Pelham. Village of Pelham Manor. New Rochelle line—Larchmont line. City of New Rochelle. White Plains Road, West Farms Road, Gun Hill Road, Webster Ave. White Plains Road, Boston Road, Bronx Park East, Morris Park Ave., West Farms Road. In city of Binghamton. Corporation line on Main St.—Union. Corporation line on Floral Ave.—Catholic Cemetery. Corporation line on Cheungo St.—Port Dickinson.	7.46 2.43 2.28 2.17 66.12 13.00 5.2 38 3.48 3.24 2.36 1.4 50 7.11 30.05 6.50 18.54 1.19 1.04 5.14 6.53 32.08 21 1.20 3.57 1.72 5.10 47 45 56 2.86 1.50 3.05 1.45 3.05 66 3.75 20 3.75 14 28 78 24 11 12 12 1.07 1.61 84 1.07 49 1.36 2.25 1.24 1.14 22 1.23 3.84 1.15 2.29 3.48 3.48 4.08 1.99 2.07 8.25 3.21 10.46 3.22 93 72 42 27 1.03 1.84 85 22 95 3.37 3.48 2.26 21.13 7.54 1.40 84	1.33 1.11 1.19 1.77 1.77 38 11 13 14 50 44 2.59 51 1.19 1.04 55 1.66 1.88 14 14 08 5.10 47 45 56 2.86 1.50 3.05 1.45 3.05 66 13 19 20 14 02 28 24 11 12 12 1.07 1.61 84 1.07 49 1.36 2.25 1.24 1.14 22 1.23 3.84 1.15 2.29 3.48 3.48 4.08 1.99 2.07 8.25 3.21 10.46 3.22 93 72 42 27 1.03 1.84 85 22 95 3.37 3.48 2.26 21.13 7.54 1.40 84
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11	<b>Buffalo and Lake Erie Traction:</b>	Electric Ave. and Ridge road—Hamburg turnpike. Ridge road from Abbott road—Hamburg turnpike. Buffalo city line—Woodlawn. East Main St., Fredonia. Buffalo city line—New York—Pennsylvania state line. Oak and Swan Sts.—Freight house. Clinton and Washington Sts.—Oak and Swan Sts. Freight house—Buffalo city line. In city of Dunkirk. Oak and Swan Sts.—Freight house. Freight house—Jefferson St. barn. Hoosick Falls—New York—Vermont state line. Waterford—Fort Edward. Thomson—Greenwich. Mechanicville—Saratoga Springs. Ballston Junction—Ballston Spa. Saratoga Springs—Saratoga Lake. Fort Edward—Glens Falls. Saratoga Junction—Warrensburg. Saratoga Race Track—East Ave. Junction, Saratoga Springs. Local lines, Glens Falls and South Glens Falls. Saratoga Springs—Saratoga Junction. Waterford—Lansingburgh—Troy. Northumberland—Thomson. Getty Square—Ashburton Ave. Getty Square—South Broadway. McLean Ave. and South Broadway—Webster Ave. Rivendale Ave., Main St.—New York city line. Warburton Ave. and Main St., Yonkers—Terminus at Hastings. Shonnard Place—Roberts Ave. New Main St.—North city line, Yonkers. Walnut St.—Palisade Ave. Nepperhan Ave.—Bronx River road at Mount Vernon city line. Car-barns—Getty Square.	7.46 2.43 2.28 2.17 66.12 13.00 5.2 38 3.48 3.24 2.36 1.4 50 7.11 30.05 6.50 18.54 1.19 1.04 5.14 6.53 32.08 21 1.20 3.57 1.72 5.10 47 45 56 2.86 1.50 3.05 1.45 3.05 66 3.75 20 3.75 14 28 78 24 11 12 12 1.07 1.61 84 1.07 49 1.36 2.25 1.24 1.14 22 1.23 3.84 1.15 2.29 3.48 3.48 4.08 1.99 2.07 8.25 3.21 10.46 3.22 93 72 42 27 1.03 1.84 85 22 95 3.37 3.48 2.26 21.13 7.54 1.40 84	1.33 1.11 1.19 1.77 1.77 38 11 13 14 50 44 2.59 51 1.19 1.04 55 1.66 1.88 14 14 08 5.10 47 45 56 2.86 1.50 3.05 1.45 3.05 66 13 19 20 14 02 28 24 11 12 12 1.07 1.61 84 1.07 49 1.36 2.25 1.24 1.14 22 1.23 3.84 1.15 2.29 3.48 3.48 4.08 1.99 2.07 8.25 3.21 10.46 3.22 93 72 42 27 1.03 1.84 85 22 95 3.37 3.48 2.26 21.13 7.54 1.40 84
12	<b>Buffalo and Lake Erie Traction:</b>	Electric Ave. and Ridge road—Hamburg turnpike. Ridge road from Abbott road—Hamburg turnpike. Buffalo city line—Woodlawn. East Main St., Fredonia. Buffalo city line—New York—Pennsylvania state line. Oak and Swan Sts.—Freight house. Clinton and Washington Sts.—Oak and Swan Sts. Freight house—Buffalo city line. In city of Dunkirk. Oak and Swan Sts.—Freight house. Freight house—Jefferson St. barn. Hoosick Falls—New York—Vermont state line. Waterford—Fort Edward. Thomson—Greenwich. Mechanicville—Saratoga Springs. Ballston Junction—Ballston Spa. Saratoga Springs—Saratoga Lake. Fort Edward—Glens Falls. Saratoga Junction—Warrensburg. Saratoga Race Track—East Ave. Junction, Saratoga Springs. Local lines, Glens Falls and South Glens Falls. Saratoga Springs—Saratoga Junction. Waterford—Lansingburgh—Troy. Northumberland—Thomson. Getty Square—Ashburton Ave. Getty Square—South Broadway. McLean Ave. and South Broadway—Webster Ave. Rivendale Ave., Main St.—New York city line. Warburton Ave. and Main St., Yonkers—Terminus at Hastings. Shonnard Place—Roberts Ave. New Main St.—North city line, Yonkers. Walnut St.—Palisade Ave. Nepperhan Ave.—Bronx River road at Mount Vernon city line. Car-barns—Getty Square.	7.46 2.43 2.28 2.17 66.12 13.00 5.2 38 3.48 3.24 2.36 1.4 50 7.11 30.05 6.50 18.54 1.19 1.04 5.14 6.53 32.08 21 1.20 3.57 1.72 5.10 47 45 56 2.86 1.50 3.05 1.45 3.05 66 3.75 20 3.75 14 28 78 24 11 12 12 1.07 1.61 84 1.07 49 1.36 2.25 1.24 1.14 22 1.23 3.84 1.15 2.29 3.48 3.48 4.08 1.99 2.07 8.25 3.21 10.46 3.22 93 72 42 27 1.03 1.84 85 22 95 3.37 3.48 2.26 21.13 7.54 1.40 84	1.33 1.11 1.19 1.77 1.77 38 11 13 14 50 44 2.59 51 1.19 1.04 55 1.66 1.88 14 14 08 5.10 47 45 56 2.86 1.50 3.05 1.45 3.05 66 13 19 20 14 02 28 24 11 12 12 1.07 1.61 84 1.07 49 1.36 2.25 1.24 1.14 22 1.23 3.84 1.15 2.29 3.48 3.48 4.08 1.99 2.07 8.25 3.21 10.46 3.22 93 72 42 27 1.03 1.84 85 22 95 3.37 3.48 2.26 21.13 7.54 1.40 84





23	A	Westchester Street: Tarrytown..... Fair Grounds—Mount Calvary Cemetery..... Larchmont..... Silver Lake..... Westchester Ave..... North St..... Mount Vernon..... Mount Vernon..... Larchmont..... Niagara Gorge: Niagara Gorge R. R. Co..... Lewiston, Youngstown Frontier Ry. Co..... International Ry. Co..... Poughkeepsie City and Wappingers Falls Electric: Main St. division..... Main St. division..... North Side division..... South Side division..... South Side division..... South Side division..... South Side division..... Wappingers Falls..... Wappingers Falls..... Central New England Ry. Co., Hospital branch..... Orange County Traction: Broadway division..... Liberty St. division..... Bridge St. division..... Bainville division..... Orange Lake division..... Walden division..... Second St. division..... Chautauqua Traction: Chautauqua Traction Co..... Chautauqua Traction Co..... Jamestown Street Ry. Co..... Elmira, Corning and Waverly: Waverly division..... Corning division..... Elmira Water, Light and Railroad Co..... Waverly, Sayre and Athens Traction Co..... Elmira Water, Light and Railroad Co..... Kingston Consolidated: Colonial division..... Kingston city division..... Rhine and Tugonia Traction: Main line..... East Rhine branch..... Tugonia branch..... Rhine and Cayuga Heights Electric Ry. Co..... Syracuse and Suburban: Main line..... City line..... Jamestown branch..... Penitentiary branch..... New York State Railways..... Warren and Jamestown Street: Black River Traction: Black River Traction Co..... Geneva, Seneca Falls and Auburn: Main line..... Geneva line..... Seneca Falls line..... Waverly, Sayre and Athens Traction: Waverly, Sayre and Athens Traction Co..... Waverly, Sayre and Athens Traction Co..... Syracuse and South Bay Electric: Syracuse and South Bay Electric R. R. Co..... New York State Railways..... Buffalo Southern: Gardenville division..... East Seneca division..... Hamburg division..... Orchard Park division..... Cortland County Traction: Main line..... McGraw line..... Delaware, Lackawanna and Western branch.....	6.22 1.15 6.91 1.77 46 53 4.12 5.79 1.8 1.47 6.83 7.05 1.00 1.92 95 2.36 91 1.02 36 05 91 6.66 1.50 2.94 1.00 76 2.35 4.64 5.55 45 24.01 1.02 5.25 15.65 11.60 1.36 36 3.50 5.24 2.74 4.35 56 1.88 80 11.45 46 3.31 65 34 10.00 10.00 3.52 6.52 5.88 1.34 2.07 9.83 2.60 5.20 5.34 10.63 3.23 10.87 5.05 26	1.23 61 38 3 10 18 20 6.83 7.05 1.00 1.14 40 04 16 04 04 04 05 08 16 44 09 63 66 2.02 1.02 3.46 45 1.03 1.36 36 04 25 16 37 50 41 82 13 90 20 77 27 35 2.12 33 06 35 11 1.15 37 22
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57	A	Buffalo and Depew:	Genesee St., city line, Buffalo—Depew	6.69	.....	.....	.21
58	A	Nassau County:	Sea Cliff, L. I. R.R. station—Prospect Ave., Sea Cliff	1.55	.....	.....	.05
59	A	St. Lawrence International Electric Railroad & Land:	Alexandria Bay—Redwood	7.50	.....	.....	.37
60	A	Catskill Traction:	Catskill Point—Leeds	5.30	.....	.....	.20
61	A	Syracuse, Watertown and St. Lawrence River:	Watertown Junction on Syracuse and South Bay Electric R.R.—Brewerton	6.06	.....	.....	.29
62	A	Putnam and Westchester Traction:	Main and Division Sts., Peekskill—Oregon	4.13	.....	.....	.20
63	A	Sturk Traction:	Bay Ave., Patchogue—Islip town line	3.50	.....	.....	.....
64	A	Blue Point line:	Bay front, Patchogue—Main St., Patchogue	1.25	.....	.....	.....
65	A	Ocean Ave. line:	Main St., Patchogue—L. I. R.R. station, Holtsville	3.74	.....	.....	.....
66	A	Holtsville line:	Amityville—Dock, Fire Island Ave., Babylon	7.30	.....	.....	.20
67	A	Babylon R.R. Co.:	Northport (East station)—Northport Harbor	2.69	.....	.....	.05
68	A	Northport Traction Co.:	Lake Clear Junction—Paul Smith's	7.13	.....	.....	.53
69	A	Paul Smith's Electric Light and Power and Railroad:	Gloversville—Mountain Lake	4.35	.....	.....	.27
70	A	Paul Smith's Electric Light and Power and Railroad Co.:	Main and Fulton Sts.—Main and State Sts., Gloversville	1.15	.....	.....	.....
71	E	Adirondack Lakes Traction:	Lima—Honeoye Falls	4.46	.....	.....	.06
72	C	Fonda, Johnstown and Gloversville R.R. Co.:	Clinton and Main Sts.—Lewiston Road	2.25	.....	.....	.....
73	C	Lima-Honeoye Light and Railroad:	Railroad Ave.—Front St.	1.42	.....	.....	.....
74	C	Batavia Traction:	Atlantic Ave., Freeport—Swift Creek dock	1.25	.....	.....	.25
75	C	Freeport R.R. Co.:	Foot of Mount Beacon—Point near summit	.42	.....	.....	.04
76	C	Great South Bay Ferry:					
77	C	Mount Beacon-on-Hudson Hotel Co.:					
78	C	Mount Beacon-on-Hudson Association:					



TABLE 207 b: LENGTH OF ROAD AND CLASSIFICATION OF TRACK MILEAGE WITHIN THE STATE OF NEW YORK, OPERATING ELECTRIC RAILROAD CORPORATIONS, JUNE 30, 1914

This table shows the miles of road (or first or single track), the portion of road in New York state, and the miles of other tracks in New York state to which the corporations named had on June 30, 1914, right of possession or occupancy for purposes of operation.  
 This table does not include electric railroad mileage under the exclusive jurisdiction of the Public Service Commission, First District.  
 The corporations are named in the order of their average revenues from street and interurban railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 209.

Corp'n No.		Operating corporation	Portion, in New York State					Operated under trackage rights or joint agreement						Corp'n No.	
			Entire length of road operated	Road or 1st main track 1	Per cent of total length	2nd main track 1	3rd to 5th tracks 1	Other tracks 1	Total track mileage 1	Entire road	Road or 1st main track	2nd main track	3rd to 5th tracks		Other tracks
			Miles	Miles		Miles	Miles		Miles	Miles	Miles	Miles	Miles	Miles	Miles
1		New York State Railways.....	338.08	338.08	.....	200.74	18.08	37.96	594.81	44.19	44.19	44.19	17.37	.....	105.75
2		International.....	223.36	211.44	94.66	119.43	.....	28.91	359.78	6.65	6.65	2.35	.....	.....	9.38
3		United Traction.....	61.87	61.87	.....	41.74	.....	4.76	108.37	.....	.....	.....	.....	.....	.....
4		Empire United Railways, Inc.....	140.15	140.15	.....	102.93	.....	4.49	247.37	3.29	3.29	3.13	.....	.....	6.42
5		Schenectady.....	71.49	71.49	.....	61.26	.....	5.31	138.06	12.86	12.86	.....	.....	.....	25.31
6		Buffalo and Lake Erie Traction.....	139.90	90.38	64.60	22.45	.....	4.33	117.16	1.12	1.12	.60	.....	.....	2.22
7		Berkshire Street.....	136.99	7.11	5.19	.....	.....	4.44	7.55	.....	.....	.....	.....	.....	.....
8		Hudson Valley.....	119.33	119.33	.....	11.34	.....	8.61	139.28	5.57	5.10	.....	.....	.....	10.67
9		Yonkers.....	30.23	30.23	.....	13.69	.....	3.89	47.81	1.91	1.91	1.57	.....	.....	3.62
10		Fonda, Johnstown and Gloversville.....	57.30	57.30	.....	22.97	.....	4.01	84.28	1.99	.....	.....	.....	.....	1.99
11		Westchester Electric.....	37.57	37.57	.....	14.35	.....	2.23	54.15	5.83	5.74	.....	.....	.....	11.62
12		Binghamton.....	30.91	30.91	.....	13.21	.....	4.48	48.60	.....	.....	.....	.....	.....	.....
13		Western New York and Pennsylvania Traction.....	92.57	69.27	74.83	13.69	.....	5.06	75.02	.....	.....	.....	.....	.....	.....
14		Auburn and Syracuse Electric.....	41.16	41.16	.....	21.89	.....	2.19	65.24	5.14	2.95	.....	.....	.....	8.27
15		Buffalo, Lockport and Rochester.....	58.19	58.19	.....	11.01	.....	4.24	73.44	3.87	2.71	.....	.....	.....	6.64
16		New York, Westchester and Boston.....	21.75	21.75	67.43	21.75	25.22	4.31	73.03	4.98	.....	.....	.....	.....	.....
17		New York and Stamford.....	26.37	17.78	.....	8.08	.....	3.37	29.23	.....	2.02	.....	.....	.....	2.11
18		Elmira Water, Light and Railroad.....	23.94	23.94	.....	2.84	.....	1.06	27.84	.....	.....	.....	.....	.....	.....
19		Jamestown Street.....	20.87	20.87	.....	7.22	.....	6.68	28.69	1.26	.....	.....	.....	.....	.....
20		Albany Southern.....	38.26	38.26	.....	16.12	.....	.....	61.06	.....	.....	.....	.....	.....	.....
21		Oscego and Herkimer.....	78.44	78.44	.....	3.62	.....	5.32	87.38	16.40	16.40	.....	.....	.....	16.40
22		Westchester Street.....	28.86	28.86	.....	7.38	.....	2.15	31.40	5.99	5.99	.....	.....	.....	6.17
23		Niagara Gorge.....	14.88	14.88	.....	7.83	.....	1.40	24.11	1.00	1.00	1.00	.....	.....	2.00
24		Poughkeepsie City and Wappingers Falls Electric.....	16.64	16.64	.....	1.14	.....	.96	18.74	.....	.....	.....	.....	.....	.....
25		Orange County Traction.....	17.69	17.69	.....	1.00	.....	1.82	20.51	.....	.....	.....	.....	.....	.....
26		Chautauqua Traction.....	30.28	30.28	.....	3.46	.....	2.02	35.76	5.25	3.46	.....	.....	.....	8.71
27		Elmira, Corning and Waverly.....	32.47	32.47	.....	.50	.....	1.52	34.49	5.22	5.22	.50	.....	.....	5.76
28		Kingston Consolidated.....	7.98	7.98	.....	.41	.....	.43	8.82	.....	.....	.....	.....	.....	.....
29		Rhaca Traction Corporation.....	7.59	7.59	.....	2.11	.....	.91	10.61	.....	.....	.....	.....	.....	.....
30		Syracuse and Suburban.....	16.21	16.21	.....	2.17	.....	.82	19.20	.34	.....	.....	.....	.....	.....
31		Warren and Jamestown Street.....	21.50	10.00	46.51	.....	.....	.13	10.13	1.50	.....	.....	.....	.....	.....
32		Black River Traction.....	10.00	10.00	.....	.90	.....	.90	11.80	.....	.....	.....	.....	.....	.....
33		Genesee, Seneca Falls and Auburn.....	15.92	15.92	.....	.....	.....	1.23	17.15	.....	.....	.....	.....	.....	.....
34		Waverly, Sayre and Athens Traction.....	10.93	12.43	31.20	12.43	.....	.35	3.76	.....	.....	.....	.....	.....	.....
35		Syracuse and South Bay Electric.....	12.43	12.43	.....	.....	.....	2.12	26.97	2.60	2.60	2.60	.....	.....	5.20
36		Buffalo Southern.....	24.40	24.40	.....	.....	.....	.85	25.25	.....	.....	.....	.....	.....	.....
37		Cortland County Traction.....	16.18	16.18	.....	.....	.....	1.74	17.92	.....	.....	.....	.....	.....	.....
38		Wallkill Transit.....	11.59	11.59	.....	.....	.....	1.25	12.84	.....	.....	.....	.....	.....	.....
39		Elmira and Seneca Lake Traction.....	22.15	22.15	.....	.....	.....	.34	22.49	5.90	.....	.....	.....	.....	.....
40		Peekskill Lighting and Railroad.....	10.29	10.29	.....	.....	.....	.45	10.74	.....	.....	.....	.....	.....	.....
41		Corning and Painted Post Street.....	5.25	5.25	.....	.....	.....	.60	5.85	.....	.....	.....	.....	.....	.....
42		Hornell Traction.....	10.45	10.45	.....	.01	.....	.47	10.93	.....	.....	.....	.....	.....	.....
43		Fishkill Electric.....	6.79	6.79	.....	.....	.....	7.23	7.23	.....	.....	.....	.....	.....	.....
44		Huntington.....	18.60	18.60	.....	.....	.....	1.37	19.97	.....	.....	.....	.....	.....	.....
45		Buffalo and Williamsville Electric.....	6.52	6.52	.....	.13	.....	.....	6.65	.....	.....	.....	.....	.....	.....
46		Ogdensburg Street.....	9.50	9.50	.....	.....	.....	.50	10.00	.....	.....	.....	.....	.....	.....
47		Troy and New England.....	8.10	8.10	.....	.....	.....	1.05	9.15	.....	.....	.....	.....	.....	.....
48		New Paltz, Highland and Poughkeepsie Traction.....	9.02	9.02	.....	.....	.....	.87	9.89	.....	.....	.....	.....	.....	.....
49		Plattsburgh Traction.....	6.93	6.93	.....	.....	.....	.60	7.53	.....	.....	.....	.....	.....	.....
50		Eastern New York.....	12.00	12.00	.....	.....	.....	3.00	13.00	.....	.....	.....	.....	.....	.....



















[illegible]

<sup>1</sup> Successor to Geneva and Auburn Railway Company; see statement Organization, etc.

1 Wood and steel.  
6 Triple equipment.



TABLE 208: CAR EQUIPMENT, OPERATING ELECTRIC RAILROAD CORPORATIONS, JUNE 30, 1914 (concluded)

This table shows for the electric railroad corporations named the number of cars in service June 30, 1914, classified according to type, ownership, seating capacity, and equipment. The car equipment described is that in the service of the corporation as a whole without regard to state lines. The corporations operating both within and without the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Berkshire Street Railway Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.

The corporations are named in the order of their average revenues from street and interurban railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 209.

Name of corporation and type of car	Total number of cars		Number of cars constructed of		Seating capacity of cars						Number of cars equipped with																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
	Owned	Held under lease or other form of title	In service June 30, 1914	Wood	Steel	Number of cars seating					Special features	Trucks		Motor equipment																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
						25 or less	26 to 35	36 to 45	46 to 55	56 to 70		71 or more	Total seating capacity	Description	Single	Double	Single	Double	Q uadruple	15 hp. or less	16 to 25	26 to 40	41 to 50	51 to 60	61 to 70	71 or more																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
55. N. Y., Westchester & Conn. Trac.: Closed.....	2		2	2			2					56				2																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												</

<sup>s</sup> Formerly reported as Penn Yan, Keuka Park and Brandtport Railway; see statement Organization, etc.

TABLE 209: OPERATING REVENUES, OPERATING ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914

The figures given are for the street and interurban operations of the corporation as a whole; they are not segregated according to state lines. The corporations operating both within and without the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Berkshire Street Railway Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company. The revenues are classified in accordance with the officially prescribed Uniform System of Accounts. Figures in *italics* denote losses or debts. The corporations are named in the order of their average revenues from street and interurban railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 209.

No.	Name of account	New York State Rys. 1	Inter-national 2	United Traction 3	Empire Utd. Rys. Inc. 4	Schenectady 5	Buffalo & Lake Erie Tr. 6	Berkshire Street 7	Hudson Valley 8	Yonkers 9	Fonda, J. & C. 10	Westchester Electric 11
1	<i>Transportation:</i>											
2	Passenger.....	7,446,466	6,547,945	2,493,602	1,282,295	1,305,554	1,144,684	914,814	608,897	698,781	598,847	472,063
3	Freight.....	145	145	44	1,624	5,929	3,342	4,869	3,921	907	1,793	1,817
4	Chartered car.....	12,050	19,851	3,250	1,654	546	683	250	2,611	.....	.....	.....
5	Mail and chair car.....	2,417	1,971	1,654	76,254	.....	1,642	5,858	.....	.....	.....	.....
6	Express.....	165,012	30,740	6,740	4,646	.....	3,098	3,507	.....	.....	.....	.....
7	Milk.....	7,233	743	.....	.....	.....	46,265	21,155	12,443	.....	1,278	.....
8	Freight.....	81,906	81,906	.....	.....	.....	15	.....	.....	.....	1,036	.....
9	Switching.....	1,876	10,569	.....	.....	3,920	.....	10	.....	.....	726	.....
10	Miscellaneous transportation.....	10,728	7,337	.....	10,060	.....	.....	.....	.....	.....	.....	.....
11	Total revenue from transportation.....	7,645,926	6,701,105	2,498,486	1,374,879	1,315,948	1,200,532	950,482	631,086	699,688	604,435	473,879
12	<i>Operations other than transportation:</i>											
13	Advertising and other privileges.....	25,864	39,931	13,685	3,129	5,632	4,114	2,987	2,610	.....	3,215	.....
14	Paid room receipts.....	1,931	2,692	.....	540	.....	1,385	.....	77	.....	120	.....
15	Storage.....	5	60	.....	.....	.....	1	.....	.....	.....	28	.....
16	Car service.....	293	208	.....	.....	.....	.....	.....	.....	.....	.....	.....
17	Telephone and telegraph.....	89,244	22,953	28,379	302	28,525	21,267	747	25,257	10,471	.....	100,354
18	Rent of tracks and terminals.....	14	514	1,400	.....	3,200	.....	747	3,200	.....	.....	2,030
19	Rent of buildings and other property.....	11,877	6,564	5,821	7,992	3,570	1,189	104	1,584	6,994	1,398	.....
20	Sale of power.....	9,567	2,775	.....	.....	7,626	4,529	40,064	242,863	.....	2,015	19,968
21	Joint electric power revenue.....	5,744	5,744	.....	.....	.....	.....	.....	.....	.....	22,049	.....
22	Park and resort revenue.....	11,970	1,625	.....	.....	7,921	40	82	710	.....	.....	.....
23	Miscellaneous.....	5,407	.....	.....	898	1,066	.....	.....	.....	.....	.....	.....
24	Total non-transportation revenues.....	156,232	82,865	49,285	13,374	62,291	32,524	43,984	276,301	17,465	28,824	122,352
25	Total operating revenues.....	7,802,158	6,783,970	2,547,771	1,388,253	1,378,239	1,233,056	994,467	907,387	717,153	633,258	596,232
26	<i>Statistics:</i>											
27	Av. number miles of road operated.....	338.16	222.37	61.61	138.53	58.64	139.33	136.99	119.33	27.57	57.30	36.48
28	Av. operating rev. per mile of road operated.....	\$23,072	\$30,507	\$41,353	\$10,021	\$2,503	\$8,850	\$7,259	\$7,604	\$26,012	\$11,052	\$16,342
29	Av. trans. rev. per mile of road operated.....	\$22,610	\$30,134	\$40,553	\$9,921	\$2,441	\$8,616	\$6,938	\$5,288	\$25,378	\$10,549	\$12,990

No.	Name of account	Binghamton 12	W. N. Y. & P. Tr. 13	Auburn & Syracuse El. 14	Buffalo, L. & R. 15	New York, W. & B. 16	New York & Stamford 17	Elmira, W. L. & R. R. 18	Jamestown Street 19	Albany Southern 20	Otesego & Herkimer 21	Westchester Street 22
1	<i>Transportation:</i>											
2	Passenger.....	465,933	404,457	417,395	386,713	352,971	364,574	299,664	217,353	195,382	167,683	247,131
3	Freight.....	787	1,321	1,639	791	37	2,652	661	100	576	1,371	2,559
4	Chartered car.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	Mail and chair car.....	418	1,651	.....	.....	.....	.....	905	.....	.....	5,120	.....
6	Express.....	5,532	8,284	20,658	.....	15,645	.....	6,294	1,620	3,151	5,120	.....
7	Milk.....	.....	8,279	912	.....	.....	.....	.....	10,530	5,687	10,530	.....
8	Freight.....	.....	29,518	.....	6,964	13,035	.....	.....	91	54,182	45,178	.....
9	Switching.....	.....	.....	979	.....	38	40	96	.....	65	12	.....
10	Miscellaneous transportation.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	Total revenue from transportation.....	472,670	433,703	441,583	406,942	381,810	367,266	307,619	219,164	260,974	238,574	249,693
12	<i>Operations other than transportation:</i>											
13	Advertising and other privileges.....	2,667	1,906	2,128	1,512	13,306	1,236	1,369	1,300	1,556	894	2,125
14	Paid room receipts.....	.....	285	.....	642	1	.....	289	41	517	14	.....
15	Storage.....	.....	.....	.....	.....	523	.....	.....	.....	567	123	.....
16	Car service.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17	Telephone and telegraph.....	.....	.....	6,977	339	.....	425	21,070	18,968	.....	.....	.....
18	Rent of tracks and terminals.....	.....	.....	2,593	6,016	.....	900	.....	.....	.....	.....	.....
19	Rent of buildings and other property.....	1,025	1,153	135	556	4,090	28	84	1,317	8	1,122	270
20	Sale of power.....	.....	.....	8	126	828	1,607	.....	77,633	13,600	13,600	93
21	Joint electric power revenue.....	.....	8,852	4,000	.....	.....	.....	.....	.....	12,367	.....	.....
22	Park and resort revenue.....	.....	2,379	231	.....	122	.....	248	.....	69	85	.....
23	Miscellaneous.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
24	Total non-transportation revenues.....	3,691	14,575	16,182	9,160	18,870	4,196	23,060	99,218	15,092	16,023	2,494
25	Total operating revenues.....	476,361	448,278	457,766	416,102	400,680	371,462	330,680	318,382	276,067	254,597	252,187
26	<i>Statistics:</i>											
27	Av. number miles of road operated.....	30.91	92.27	11,122	58.19	21.75	26.34	23.51	20.72	38.26	78.44	28.57
28	Av. operating rev. per mile of road operated.....	\$15,411	\$5,071	\$11,402	\$7,151	\$18,422	\$14,102	\$14,066	\$15,367	\$21,66	\$3,246	\$8,826
29	Av. trans. rev. per mile of road operated.....	\$13,292	\$4,917	\$10,728	\$6,993	\$17,551	\$13,943	\$13,085	\$10,578	\$6,821	\$3,041	\$8,740



TABLE 209: OPERATING REVENUES, OPERATING ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (concluded)

The figures given are for the street and interurban operations of the corporation as a whole; they are not segregated according to state lines. The corporations operating both within and without the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Berkshire Street Railway Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Ithaca Street Railway Company, and The Waverly, Sayre and Athens Traction Company. The revenues are classified in accordance with the officially prescribed Uniform System of Accounts. Figures in *italics* denote losses or deficits. The corporations are named in the order of their average revenues from street and interurban railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 209.

L. No.	Name of account	Niagara Gorge 23	P. C. & W. F. El. 24	Orange Co. Tr. 25	Chautau- qua Tr. 26	Elmira, C. & W. 27	Kingston Consol. 28	Ithaca Street 1, 29a	Ithaca Tr. Corp. 29b	Syracuse & Sub. 30	Warren & J. St. 31	Black River Tr. 32	L. No.
1	<i>Transportation:</i>												1
2	Passenger.....	Dollars 190,812	Dollars 200,020	Dollars 133,392	Dollars 161,843	Dollars 147,636	Dollars 152,945	Dollars 95,275	Dollars 36,465	Dollars 113,047	Dollars 101,145	Dollars 101,008	2
3	Baggage.....	849	367	229	1,397	1,261	127	514	375	3,915			3
4	Chartered car.....	768	296	512	2,318	692				578			4
5	Parlor and chair car.....	3,082		1,390	5,732					13,945	2,003		5
6	Express.....	10,669		4,565	2,192			121		3,890			6
7	Milk.....			12,892	13,966	7,008					13,355		7
8	Freight.....			3,250		224							8
9	Switching.....					21					373		9
10	Miscellaneous transportation.....												10
11	Total revenue from transportation.....	206,181	200,683	177,338	187,894	156,161	153,764	95,910	36,840	137,375	116,876	101,008	11
12	<i>Operations other than transportation:</i>												12
13	Advertising and other privileges.....	584	935	825		608	600	405	155	560		525	13
14	Paved room receipts.....	156				170				271			14
15	Storage.....												15
16	Telephone and telegraph.....												16
17	Rent of tracks and terminals.....					266		344	50	244			17
18	Rent of equipment.....					4,315		741	209				18
19	Rent of buildings and other property.....					194		232	63				19
20	Sale of power.....			450	1,829		53		13,378				20
21	Joint electric power revenue.....			15,210	347								21
22	Park and resort revenue.....				288		3,896						22
23	Miscellaneous.....							6		163	188		23
24	Total non-transportation revenues.....	740	935	16,485	2,463	5,554	4,549	1,728	13,854	1,239	188	525	24
25	Total operating revenues.....	206,920	201,618	193,823	190,357	161,715	158,313	97,638	50,694	138,614	117,064	101,532	25
26	<i>Statistics:</i>												26
27	Av. number miles of road operated.....	14.88	16.64	17.69	30.28	32.47	7.98	5.70	1.89	16.21	21.50	10.00	27
28	Av. operating rev. per mile of road operated.....	\$13,906	\$12,116	\$10,957	\$6,287	\$4,080	\$19,841	\$17,130	\$26,822	\$8,551	\$5,445	\$10,153	28
	Av. trans. rev. per mile of road operated.....	\$13,856	\$12,060	\$10,025	\$6,205	\$4,809	\$19,269	\$16,826	\$19,492	\$8,475	\$5,436	\$10,101	

L. No.	Name of account	Geneva, S. F. & A. 33	Waverly, S. & A. Tr. 34	Syracuse & S. B. El. 35	Buffalo Southern 36	Cortland Co. Tr. 37	Walkill Transit 38	Elmira & S. L. Tr. 39	Peekskill Lt. & R.R. 40	Corning & P. F. St. 41	Hornell Traction 42	Fishkill Electric 43	Huntington 44	L. No.
1	<i>Transportation:</i>													1
2	Passenger.....	Dollars 97,039	Dollars 92,996	Dollars 65,883	Dollars 80,723	Dollars 72,743	Dollars 72,403	Dollars 71,128	Dollars 68,163	Dollars 62,682	Dollars 57,910	Dollars 56,662	Dollars 46,026	2
3	Baggage.....	251	103	232	493		173	755	164	113		8	73	3
4	Chartered car.....													4
5	Parlor and chair car.....		461			175			460					5
6	Express.....	2,596		2,540	320		2,310	2,199	410			1,023	250	6
7	Milk.....	61	550	4,581	218	1,915	661		755					7
8	Freight.....					2,827	454							8
9	Switching.....							101					1,626	9
10	Miscellaneous transportation.....			383								20		10
11	Total revenue from transportation.....	99,948	94,109	73,569	81,754	77,661	75,339	74,844	69,951	62,795	57,910	57,713	47,975	11
12	<i>Operations other than transportation:</i>													12
13	Advertising and other privileges.....	413	543	331	367	387	303	150	280	187	466		180	13
14	Paved room receipts.....													14
15	Storage.....													15
16	Telephone and telegraph.....													16
17	Rent of tracks and terminals.....		3,241	3				80						17
18	Rent of equipment.....			12,081	1,162									18
19	Rent of buildings and other property.....		300	1,477	673		285		1,175					19
20	Sale of power.....													20
21	Joint electric power revenue.....													21
22	Park and resort revenue.....	301				333	1,627		9					22
23	Miscellaneous.....			39	8	1,471								23
24	Total non-transportation revenues.....	713	4,083	13,931	2,210	2,191	2,215	230	289	1,363	466		180	24
25	Total operating revenues.....	100,661	98,193	87,500	83,965	79,852	77,554	75,074	70,240	64,157	58,376	57,713	48,155	25
26	<i>Statistics:</i>													26
27	Av. number miles of road operated.....	17.15	10.93	12.43	24.40	16.18	11.59	22.15	10.29	5.25	10.45	6.79	18.60	27
28	Av. operating rev. per mile of road operated.....	\$5,869	\$8,984	\$7,039	\$3,441	\$4,800	\$6,091	\$3,389	\$6,826	\$12,223	\$5,586	\$8,500	\$2,589	28
	Av. trans. rev. per mile of road operated.....	\$5,827	\$8,610	\$5,919	\$3,351	\$4,800	\$6,500	\$3,379	\$6,798	\$11,961	\$5,542	\$8,500	\$2,579	

No.	Name of account	Buffalo & W. Elec. 45	Ogdensburg Street 46	Troy & New England 47	New Paltz, H. & P. Tr. 48	Plattsburgh Traction 49	Eastern New York 50	Rochester & Manito 51	Hudson River & E. Tr. 52	Glen Cove 53	Port Jervis Traction 54	New York W. & C. Tr. 55	Penn Yan & L. S. 56
1	Transportation:												
2	Passenger.....	Dollars 40,544	Dollars 36,392	Dollars 33,750	Dollars 32,175	Dollars 32,091	Dollars 6,667	Dollars 27,223	Dollars 28,441	Dollars 27,744	Dollars 27,511	Dollars 27,198	Dollars 16,195
3	Baggage.....	92	134	827	57	81	421	3	3	67	67	60	571
4	Chartered car.....	201	317	317	274	315	574	2,386	7,901	7,901	7,901	7,901	7,901
5	Parlor and chair car.....	952	952	952	2,754	2,754	22,984	541	149	149	149	149	149
6	Mail.....	113	113	113	35	35	30,962	30,150	28,445	27,744	27,579	27,198	26,147
7	Express.....	40,837	36,526	35,960	35,294	32,172	31,722	30,410	28,643	27,876	27,610	27,198	26,747
8	Milk.....	177	229	28	28	194	12,000	7,255	2,711	3,288	3,966	4,955	8,550
9	Freight.....	45	45	45	9,02	6,56	\$2,643	\$4,195	\$10,569	\$8,459	\$6,972	\$5,496	\$3,147
10	Freight.....	479	479	479	\$3,913	\$4,904	\$2,580	\$4,159	\$10,469	\$8,459	\$6,964	\$5,496	\$3,076
11	Miscellaneous.....	285	285	285	285	285	285	285	285	285	285	285	285
12	Total revenue from transportation.....	40,837	36,526	35,960	35,294	32,172	31,722	30,410	28,643	27,876	27,610	27,198	26,747
13	Operations other than transportation:												
14	Advertising and other privileges.....	177	229	28	28	194	12,000	7,255	2,711	3,288	3,966	4,955	8,550
15	Parcel room receipts.....	45	45	45	9,02	6,56	\$2,643	\$4,195	\$10,569	\$8,459	\$6,972	\$5,496	\$3,147
16	Storage.....	479	479	479	\$3,913	\$4,904	\$2,580	\$4,159	\$10,469	\$8,459	\$6,964	\$5,496	\$3,076
17	Car service.....	285	285	285	285	285	285	285	285	285	285	285	285
18	Telephone and telegraph.....	285	285	285	285	285	285	285	285	285	285	285	285
19	Rent of tracks and terminals.....	285	285	285	285	285	285	285	285	285	285	285	285
20	Rent of equipment.....	285	285	285	285	285	285	285	285	285	285	285	285
21	Rent of buildings and other property.....	285	285	285	285	285	285	285	285	285	285	285	285
22	Sale of power.....	285	285	285	285	285	285	285	285	285	285	285	285
23	Joint electric power revenue.....	285	285	285	285	285	285	285	285	285	285	285	285
24	Park and resort revenue.....	285	285	285	285	285	285	285	285	285	285	285	285
25	Miscellaneous.....	285	285	285	285	285	285	285	285	285	285	285	285
26	Total non-transportation revenues.....	986	229	28	28	194	759	260	198	132	31	600	600
27	Total operating revenues.....	41,824	36,755	35,988	35,294	32,365	31,722	30,410	28,643	27,876	27,610	27,198	26,747
28	Av. number miles of road operated.....	8.49	9.50	8.10	9.02	6.56	12.00	7.25	2.71	3.28	3.96	4.95	8.50
29	Av. operating rev. per mile of road operated.....	\$4,926	\$3,869	\$4,443	\$3,913	\$4,904	\$2,643	\$4,195	\$10,569	\$8,459	\$6,972	\$5,496	\$3,147
30	Av. trans. rev. per mile of road operated.....	\$4,810	\$3,845	\$4,439	\$3,913	\$4,904	\$2,580	\$4,159	\$10,469	\$8,459	\$6,964	\$5,496	\$3,076

No.	Name of account	Buffalo & Depew 57	Nassau County 58	St. L. Int. El. R.R. & L. 59	Catskill Traction 60	Syracuse, W. & St. L. R. 61	Putnam & W. Tr. 62	Suffolk Traction 63	Babylon 64	Northport Traction 65	P. S. El. Lt. & P. & R.R. 66	Adirondack Lakes Tr. 67	Lima-H. L. & R.R. 68
1	Transportation:												
2	Passenger.....	Dollars 18,925	Dollars 15,278	Dollars 11,687	Dollars 13,013	Dollars 12,237	Dollars 11,507	Dollars 11,734	Dollars 11,340	Dollars 9,760	Dollars 3,270	Dollars 7,690	Dollars 2,756
3	Baggage.....	185	250	525	14	12	71	7,255	11	5	22	43	258
4	Chartered car.....	586	771	586	495	169	101	1,700	31	281	276	218	188
5	Parlor and chair car.....	1,644	1,644	1,644	1,644	566	680	927	927	927	3,552	2,790	2,790
6	Mail.....	15,213	15,213	15,213	13,043	12,984	12,359	11,734	11,382	10,973	8,862	7,907	5,992
7	Express.....	51	51	175	175	175	175	150	10	120	120	62	62
8	Milk.....	19,110	15,528	15,213	13,818	12,984	12,359	11,967	11,392	11,237	8,862	7,907	6,398
9	Freight.....	6.69	1.55	7.50	5.30	6.06	4.13	8.49	7.30	2.69	7.13	5.50	4.46
10	Freight.....	\$2,856	\$10,051	\$2,028	\$2,607	\$2,143	\$2,989	\$1,410	\$1,561	\$1,177	\$1,243	\$1,435	\$1,435
11	Miscellaneous.....	\$2,856	\$10,018	\$2,028	\$2,574	\$2,143	\$2,989	\$1,410	\$1,559	\$4,079	\$1,243	\$1,435	\$1,314
12	Total revenue from transportation.....	19,110	15,528	15,213	13,818	12,984	12,359	11,967	11,392	11,237	8,862	7,907	6,398
13	Operations other than transportation:												
14	Advertising and other privileges.....	19,110	15,528	15,213	13,818	12,984	12,359	11,967	11,392	11,237	8,862	7,907	6,398
15	Parcel room receipts.....	6.69	1.55	7.50	5.30	6.06	4.13	8.49	7.30	2.69	7.13	5.50	4.46
16	Storage.....	\$2,856	\$10,051	\$2,028	\$2,607	\$2,143	\$2,989	\$1,410	\$1,561	\$1,177	\$1,243	\$1,435	\$1,435
17	Car service.....	\$2,856	\$10,018	\$2,028	\$2,574	\$2,143	\$2,989	\$1,410	\$1,559	\$4,079	\$1,243	\$1,435	\$1,314
18	Telephone and telegraph.....	19,110	15,528	15,213	13,818	12,984	12,359	11,967	11,392	11,237	8,862	7,907	6,398
19	Rent of tracks and terminals.....	19,110	15,528	15,213	13,818	12,984	12,359	11,967	11,392	11,237	8,862	7,907	6,398
20	Rent of equipment.....	19,110	15,528	15,213	13,818	12,984	12,359	11,967	11,392	11,237	8,862	7,907	6,398
21	Rent of buildings and other property.....	19,110	15,528	15,213	13,818	12,984	12,359	11,967	11,392	11,237	8,862	7,907	6,398
22	Sale of power.....	19,110	15,528	15,213	13,818	12,984	12,359	11,967	11,392	11,237	8,862	7,907	6,398
23	Joint electric power revenue.....	19,110	15,528	15,213	13,818	12,984	12,359	11,967	11,392	11,237	8,862	7,907	6,398
24	Park and resort revenue.....	19,110	15,528	15,213	13,818	12,984	12,359	11,967	11,392	11,237	8,862	7,907	6,398
25	Miscellaneous.....	19,110	15,528	15,213	13,818	12,984	12,359	11,967	11,392	11,237	8,862	7,907	6,398
26	Total non-transportation revenues.....	19,110	15,528	15,213	13,818	12,984	12,359	11,967	11,392	11,237	8,862	7,907	6,398
27	Total operating revenues.....	19,110	15,528	15,213	13,818	12,984	12,359	11,967	11,392	11,237	8,862	7,907	6,398
28	Av. number miles of road operated.....	6.69	1.55	7.50	5.30	6.06	4.13	8.49	7.30	2.69	7.13	5.50	4.46
29	Av. operating rev. per mile of road operated.....	\$2,856	\$10,051	\$2,028	\$2,607	\$2,143	\$2,989	\$1,410	\$1,561	\$1,177	\$1,243	\$1,435	\$1,435
30	Av. trans. rev. per mile of road operated.....	\$2,856	\$10,018	\$2,028	\$2,574	\$2,143	\$2,989	\$1,410	\$1,559	\$4,079	\$1,243	\$1,435	\$1,314

<sup>1</sup> Report covers period July 1, 1913, to March 31, 1914; see statement Organization, etc.

<sup>2</sup> Report covers period April 1, 1914, to June 30, 1914; see statement Organization, etc.

<sup>3</sup> Successor to Geneva and Auburn Railway Company; see statement Organization, etc.

<sup>4</sup> Electric railroad operations conducted during seven and one-half months only.

<sup>5</sup> Formerly reported as Penn Yan, Keuka Park and Branchport Railway; see statement Organization, etc.

<sup>6</sup> Electric railroad operations conducted from July 1 to September 30, 1913, and May 23 to June 30, 1914.



TABLE 210: OPERATING EXPENSES, OPERATING ELECTRIC

## Part A: Corporations Having Revenues from Street and

The figures given are for the street and interurban railroad operations of the corporation as a whole; they are not segregated according to state lines. The Street Railway Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street The expenses are classified in accordance with the officially prescribed Uniform System of Accounts. Figures in *italics* denote credits.

The corporations are named in the order of their average revenues from street and interurban railroad operations during the year ended June 30, 1914; for

L.No.	Name of account	New York State Rys. 1	International 2	United Traction 3	Empire Un. Rys., Inc. 4	Schenectady 5	L.No.
	<i>Maintenance of way and structures:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Superintendence .....	56,535	26,321	13,713	31,148	15,721	1
2	Ballast .....	2,319	4,695	520	422	63	2
3	Ties .....	32,403	41,747	8,993	24,999	17,698	3
4	Rails .....	3,161	3,601	5,758	1,238	1,734	4
5	Rail fastenings and joints .....	10,892	7,492	4,975	1,537	1,421	5
6	Special work .....	26,404	19,000	9,209	1,933	3,834	6
7	Underground construction .....						7
8	Roadway and track labor .....	116,880	146,674	55,933	52,896	20,450	8
9	Paving .....	53,200	98,445	29,464	10,035	8,266	9
10	Miscellaneous roadway and track expenses .....	12,019	11,097	2,338	3,134	4,445	10
11	Roadway and track repairs (lines 2-10) .....	257,279	333,352	117,189	96,194	57,912	11
12	Cleaning and sanding track .....	47,884	19,881	29,716	2,602	8,349	12
13	Removal snow, ice, and sand .....	64,981	29,626	33,518	9,068	13,562	13
14	Cleaning and sanding track and removing snow (lines 12, 13) .....	112,864	49,507	63,235	11,670	21,911	14
15	Repairs tunnels .....						15
16	Repairs elevated structures and foundations .....						16
17	Repairs bridges, trestles, and culverts .....	6,795	9,991	1,303	3,543	2,147	17
18	Repairs crossings, fences, and signs .....	11,511	2,680	489	2,655	807	18
19	Repairs signals and interlocking systems .....	4,087	2,229	752	2,589	1,636	19
20	Telephone and telegraph repairs .....	2,944	330	514	748	32	20
21	Other miscellaneous way expenses .....	4,680	4		446	206	21
22	Other repairs way (lines 15-21) .....	30,017	15,234	3,057	9,089	4,764	22
23	Poles and fixtures repairs .....	12,791	18,465	3,946	2,586	1,334	23
24	Underground conduit repairs .....		112	15		491	24
25	Transmission system repairs .....	4,227	952	1,320	2,431	677	25
26	Distribution system repairs .....	59,666	36,901	20,453	15,601	11,688	26
27	Miscellaneous electric line expenses .....	4,620	610	3,010	3,181	5,369	27
28	Repairs electric power line (lines 23-27) .....	81,304	57,041	28,745	23,800	19,559	28
29	Repairs buildings and structures .....	26,699	25,849	5,807	11,006	5,006	29
30	Other operations, Dr. ....						30
31	Joint way and structures, Dr. ....	52,000	1,184				31
32	Other operations, Cr. ....						32
33	Joint way and structures, Cr. ....	4,601	260				33
34	Depreciation way and structures .....	117,031	147,096				34
35	Total maintenance way and structures (lines 1-34) .....	729,129	655,322	231,747	182,906	124,872	35
	<i>Maintenance of equipment:</i>						
36	Superintendence .....	22,796	18,408	6,244	6,110	5,680	36
37	Repairs furnaces, boilers, and accessories .....	436	3,828	3,276			37
38	Repairs steam engines .....	407	1,628	1,498			38
39	Repairs hydraulic power plant .....		176				39
40	Repairs gas power equipment .....						40
41	Repairs power plant electric equipment .....	48	459	141			41
42	Repairs miscellaneous power plant equipment .....	736	107	17			42
43	Repairs cable power equipment .....						43
44	Repairs power plant equipment (lines 37-43) .....	1,627	6,198	4,933			44
45	Repairs sub-station equipment .....	2,214	27,390	3,530	1,876	695	45
46	Repairs passenger and combination cars .....	204,214	207,215	69,410	28,261	62,554	46
47	Repairs freight, express, and mail cars .....	4,509	1,440		1,618	12	47
48	Repairs locomotives .....		398				48
49	Repairs service cars .....	11,841	8,388	1,833	930	2,434	49
50	Repairs cars and locomotives (lines 46-49) .....	220,564	217,441	71,243	30,808	65,000	50
51	Repairs electric equipment of cars .....	125,090	108,756	47,246	21,240	38,444	51
52	Repairs electric equipment of locomotives .....		942				52
53	Repairs car and locomotive electric equipment (lines 51, 52) .....	125,090	109,698	47,246	21,240	38,444	53
54	Repairs shop machinery and tools .....	3,335	338	914	1,947	1,188	54
55	Shop expenses .....	23,441	16,533	5,573	5,717	4,873	55
56	Repairs vehicles .....	7,840	7,783	2,516		1,195	56
57	Other miscellaneous equipment expenses .....	288	346		1,136		57
58	Miscellaneous equipment expenses (lines 54-57) .....	34,904	25,000	9,004	8,800	7,256	58
59	Other operations, Dr. ....						59
60	Maintaining joint equipment, Dr. ....						60
61	Other operations, Cr. ....						61
62	Maintaining joint equipment, Cr. ....					10,773	62
63	Depreciation equipment .....	78,021	124,675		3,887		63
64	Total maintenance equipment (lines 36-63) .....	485,216	528,810	142,200	72,722	106,381	64

## RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914

## Interurban Railroad Operations of \$500,000 and Upward.

corporations operating both within and without the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Berkshire Railway Company, and The Waverly, Sayre and Athens Traction Company.

their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 209.

L. No.	Name of account	New York State Rys. 1	Inter- national 2	United Traction 3	Empire Un. Rys., Inc. 4	Schenectady 5	L. No.
	<i>Traffic expenses:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
65	Superintendence and solicitation.....	14,941	17,269	1,023	6,198	1,053	65
66	Advertising.....	15,884	20,454	300	5,116	4,074	66
67	Parks and other attractions.....	5,368	4,193	.....	67	6,900	67
68	Miscellaneous traffic expenses.....	6,401	539	10	187	.....	68
69	Total traffic expenses (lines 65-68).....	42,594	42,456	1,333	11,568	12,027	69
	<i>Transportation expenses:</i>						
70	Superintendence.....	132,961	101,044	46,494	10,623	23,231	70
71	Power plant labor.....	14,293	22,746	8,143	.....	.....	71
72	Sub-station labor.....	17,467	24,194	12,239	16,533	12,115	72
73	Fuel for power.....	19,852	38,178	15,376	75	.....	73
74	Water for power.....	311	739	3,344	.....	.....	74
75	Lubricants for power.....	400	841	121	.....	.....	75
76	Miscellaneous power plant supplies and expenses.....	610	1,906	932	.....	.....	76
77	Sub-station supplies and expenses.....	3,885	5,228	1,569	1,068	1,391	77
78	Horsepower, revenue car service.....	.....	.....	.....	.....	.....	78
79	Other power supplies and expenses (lines 74-78).....	5,207	8,714	5,725	1,068	1,391	79
80	Power purchased.....	829,664	498,739	176,948	161,116	177,472	80
81	Jointly produced power, Dr.....	.....	.....	.....	.....	.....	81
82	Power exchanged, balance.....	.....	.....	.....	.....	.....	82
83	Other operations, Dr.....	.....	.....	.....	.....	.....	83
84	Other operations, Cr.....	.....	.....	.....	.....	.....	84
85	Jointly produced power, Cr.....	.....	9,373	.....	.....	.....	85
86	Total power expenses (lines 71-85).....	886,483	583,198	218,431	178,792	190,977	86
87	Passenger motormen.....	704,191	624,125	324,257	72,725	116,839	87
88	Passenger conductors.....	708,462	606,943	323,833	74,583	116,083	88
89	Horse car drivers.....	.....	.....	404	.....	.....	89
90	Other passenger trainmen.....	2,096	6,699	29	223	341	90
91	Freight and express motormen and other trainmen.....	20,901	13,712	294	16,284	.....	91
92	Conductors, motormen, and other trainmen (lines 87-91).....	1,435,649	1,251,480	648,817	163,815	233,262	92
93	Miscellaneous car service employees.....	32,658	16,787	25,715	6,557	1,285	93
94	Miscellaneous car service expenses.....	93,948	67,312	19,434	12,653	17,781	94
95	Station employees.....	44,013	24,606	3,247	30,594	4,146	95
96	Station expenses.....	17,450	2,274	4,844	14,241	4,336	96
97	Car-house employees.....	162,260	86,941	78,384	18,995	39,300	97
98	Car-house expenses.....	13,248	7,913	5,273	656	9,968	98
99	Operation of signal and interlocking systems.....	883	7,126	2,563	.....	.....	99
100	Operation of telephone and telegraph systems.....	4,490	4,018	489	3,756	440	100
101	Express and freight collections and delivery.....	18,353	8,034	.....	154	.....	101
102	Loss and damage.....	873	1,123	.....	573	.....	102
103	Other transportation expenses.....	10,417	6,210	1,601	226	361	103
104	Miscellaneous transportation expenses (lines 93-103).....	398,591	232,344	141,550	88,404	77,618	104
105	Joint operation of cars, Dr.....	26,000	.....	.....	.....	.....	105
106	Joint operation of cars, Cr.....	.....	.....	.....	.....	7,853	106
107	Total expenses from operation cars (lines 87-106).....	1,860,241	1,483,824	790,367	252,218	303,028	107
108	Total expenses conducting transportation (lines 70-106).....	2,879,685	2,168,065	1,055,292	441,634	517,236	108
	<i>General and miscellaneous expenses:</i>						
109	Salaries and expenses general officers.....	59,517	55,766	11,919	26,194	10,307	109
110	Salaries and expenses general office clerks.....	99,549	39,329	26,395	21,250	15,861	110
111	General office supplies and expenses.....	20,787	14,689	5,317	7,017	2,634	111
112	General law expenses.....	23,324	33,911	4,935	4,980	4,697	112
113	Miscellaneous general expenses.....	30,116	23,964	2,826	4,489	5,187	113
114	General administration (lines 109-113).....	233,293	167,659	51,392	63,931	38,686	114
115	Insurance.....	16,681	42,278	3,986	8,953	5,156	115
116	Relief department expenses.....	3,474	.....	400	530	.....	116
117	Pensions.....	97	3,096	.....	.....	.....	117
118	General amortization.....	.....	.....	.....	.....	.....	118
119	Accidents and damages.....	327,110	332,632	165,833	59,247	55,130	119
120	Law expenses connected with damages.....	31,707	37,583	5,689	.....	.....	120
121	General stationery and printing.....	9,041	10,739	4,743	2,895	1,432	121
122	Store expenses.....	20,776	12,775	5,200	2,917	3,191	122
123	Stable expenses.....	17,853	10,163	4,520	.....	2,693	123
124	Undistributed adjustments, balance.....	.....	6,441	.....	.....	810	124
125	Other operations, Dr.....	.....	.....	.....	.....	.....	125
126	Joint general expense, Dr.....	.....	.....	.....	.....	.....	126
127	Other operations, Cr.....	.....	.....	.....	.....	.....	127
128	Joint general expense, Cr.....	.....	.....	.....	.....	1,532	128
129	Total general and miscellaneous expenses (lines 109-128).....	660,033	610,484	241,763	138,473	105,566	129
130	Total operating expenses.....	4,796,657	4,005,138	1,672,335	847,302	866,002	130
	<i>Statistics:</i>						
131	Average number miles of road operated.....	338.16	222.37	61.61	138.53	58.64	131
132	Average operating expenses per mile of road operated.....	\$14.185	\$18.011	\$27.142	\$6.116	\$14.768	132
133	Operating ratio.....	61.48%	59.04%	65.63%	60.13%	62.83%	133

<sup>1</sup> Company equalizes expense of accidents and damages over the calendar year, which is its fiscal year, by means of monthly charges on some estimated basis. This is finally adjusted during December to actual liabilities incurred for the year. The expense for accidents and damages to June 30, 1914, had ex-

ceeded the accruals by \$37,031 causing a debit balance of that amount in "Casualty and insurance reserve" and a net debit balance of \$35,220 in "Other reserves".



TABLE 210: OPERATING EXPENSES, OPERATING ELECTRIC

## Part A: Corporations Having Revenues from Street and

The figures given are for the street and interurban railroad operations of the corporation as a whole; they are not segregated according to state lines. The Street Railway Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street

The expenses are classified in accordance with the officially prescribed Uniform System of Accounts. Figures in *italics* denote credits.

The corporations are named in the order of their average revenues from street and interurban railroad operations during the year ended June 30, 1914; for

L. No.	Name of account	Buffalo & L. E. Tr. 6	Berkshire Street 7	Hudson Valley 8	Yonkers 9	Fonda, J. & G. 10	Westchester Electric 11	L. No.
1	Maintenance of way and structures: Superintendence.....	Dollars 9,943	Dollars 12,275	Dollars 13,575	Dollars 3,148	Dollars 7,829	Dollars 2,684	1
2	Ballast.....	1,184	6,254	404	.....	.....	.....	2
3	Ties.....	4,919	23,463	14,750	1,848	3,127	278	3
4	Rails.....	21	4,535	4,216	3,994	511	108	4
5	Rail fastenings and joints.....	1,335	2,275	980	621	.....	6,745	5
6	Special work.....	3,521	795	1,743	5,650	1,853	4,090	6
7	Underground construction.....	.....	.....	.....	2	.....	.....	7
8	Roadway and track labor.....	26,184	69,927	25,019	15,977	15,623	7,529	8
9	Paving.....	7,130	2,025	2,646	10,747	2,615	20,585	9
10	Miscellaneous roadway and track expenses.....	978	2,133	645	808	1,606	466	10
11	Roadway and track repairs (lines 2-10).....	45,273	111,407	49,596	39,646	25,336	39,801	11
12	Cleaning and sanding track.....	4,366	5,325	4,370	5,188	4,423	2,839	12
13	Removal snow, ice, and sand.....	5,077	7,895	10,238	6,957	8,222	6,754	13
14	Cleaning and sanding track and removing snow (lines 12, 13).....	9,443	13,221	14,608	12,144	12,645	9,593	14
15	Repairs tunnels.....	.....	.....	.....	.....	.....	.....	15
16	Repairs elevated structures and foundations.....	.....	.....	.....	.....	.....	.....	16
17	Repairs bridges, trestles, and culverts.....	3,178	8,497	1,410	.....	377	192	17
18	Repairs crossings, fences, and signs.....	1,448	639	2,148	.....	2,462	.....	18
19	Repairs signals and interlocking systems.....	762	4,344	837	.....	.....	32	19
20	Telephone and telegraph repairs.....	1,525	4,295	936	.....	.....	.....	20
21	Other miscellaneous way expenses.....	95	85	.....	117	880	292	21
22	Other repairs way (lines 15-21).....	7,008	9,172	5,331	117	3,718	515	22
23	Poles and fixtures repairs.....	6,205	7,066	3,568	1,548	2,105	1,092	23
24	Underground conduit repairs.....	.....	.....	.....	65	.....	120	24
25	Transmission system repairs.....	1,913	2,787	992	.....	864	.....	25
26	Distribution system repairs.....	14,988	24,229	11,074	7,406	5,257	5,892	26
27	Miscellaneous electric line expenses.....	1,139	690	394	707	281	406	27
28	Repairs electric power line (lines 23-27).....	24,245	34,772	16,027	9,726	8,508	7,511	28
29	Repairs buildings and structures.....	3,118	4,706	4,480	1,911	1,470	175	29
30	Other operations, Dr.....	.....	.....	.....	.....	.....	.....	30
31	Joint ways and structures, Dr.....	.....	.....	.....	11,091	.....	16,001	31
32	Other operations, Cr.....	.....	168	.....	.....	.....	.....	32
33	Joint way and structures, Cr.....	.....	.....	.....	6,541	.....	9,751	33
34	Depreciation way and structures.....	8,896	.....	.....	.....	.....	.....	34
35	Total maintenance way and structures (lines 1-34).....	107,837	185,386	103,617	71,241	59,506	66,529	35
36	Maintenance of equipment: Superintendence.....	1,703	3,740	1,207	370	2,494	.....	36
37	Repairs furnaces, boilers, and accessories.....	1,554	.....	469	.....	9,190	.....	37
38	Repairs steam engines.....	436	.....	.....	.....	.....	.....	38
39	Repairs hydraulic power plant.....	.....	.....	1,060	.....	.....	.....	39
40	Repairs gas power equipment.....	.....	.....	.....	.....	.....	.....	40
41	Repairs power plant electric equipment.....	80	10,908	13,951	.....	67	.....	41
42	Repairs miscellaneous power plant equipment.....	85	.....	1,725	.....	.....	.....	42
43	Repairs cable power equipment.....	.....	.....	.....	.....	.....	.....	43
44	Repairs power plant equipment (lines 37-43).....	2,155	10,908	17,205	.....	9,257	.....	44
45	Repairs sub-station equipment.....	190	718	3,218	502	265	60	45
46	Repairs passenger and combination cars.....	49,232	58,302	22,496	24,636	16,569	16,425	46
47	Repairs freight, express, and mail cars.....	1,752	51	428	.....	.....	.....	47
48	Repairs locomotives.....	.....	.....	233	.....	317	.....	48
49	Repairs service cars.....	2,062	546	725	755	967	257	49
50	Repairs cars and locomotives (lines 46-49).....	53,046	58,899	23,882	25,391	17,844	16,682	50
51	Repairs electric equipment of cars.....	21,227	49,089	24,082	16,668	7,470	8,652	51
52	Repairs electric equipment of locomotives.....	.....	.....	312	.....	40	.....	52
53	Repairs car and locomotive electric equipment (lines 51, 52).....	21,227	49,089	24,394	16,668	7,511	8,652	53
54	Repairs shop machinery and tools.....	1,018	2,003	721	71	399	86	54
55	Shop expenses.....	4,212	1,540	3,241	432	1,726	160	55
56	Repairs vehicles.....	105	458	7	1,986	.....	294	56
57	Other miscellaneous equipment expenses.....	.....	.....	.....	.....	.....	.....	57
58	Miscellaneous equipment expenses (lines 54-57).....	5,334	3,991	3,969	2,489	2,124	540	58
59	Other operations, Dr.....	.....	.....	.....	.....	.....	.....	59
60	Maintaining joint equipment, Dr.....	.....	.....	.....	.....	.....	.....	60
61	Other operations, Cr.....	.....	8,614	.....	.....	.....	.....	61
62	Maintaining joint equipment, Cr.....	.....	.....	.....	.....	.....	.....	62
63	Depreciation equipment.....	11,963	.....	.....	.....	.....	.....	63
64	Total maintenance equipment (lines 36-63).....	95,619	118,730	73,874	45,418	39,495	25,935	64

## RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

## Interurban Railroad Operations of \$500,000 and Upward (concluded).

corporations operating both within and without the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Berkshire Railway Company, and The Waverly, Sayre and Athens Traction Company.

their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 209.

L.N.o	Name of account	Buffalo & L. E. Tr. 6	Berkshire Street 7	Hudson Valley 8	Yonkers 9	Fonda, J. & G. 10	Westchester Electric 11	Ranking 12
	<i>Traffic expenses:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
65	Superintendence and solicitation.....	2,640	198	1,038	.....	1,318	.....	65
66	Advertising.....	3,176	2,761	900	.....	1,987	.....	66
67	Parks and other attractions.....	17	.....	1,229	.....	51	.....	67
68	Miscellaneous traffic expenses.....	100	.....	5	.....	19	.....	68
69	Total traffic expenses (lines 65-68).....	5,933	2,958	3,173	.....	3,376	.....	69
	<i>Transportation expenses:</i>							
70	Superintendence.....	21,136	18,225	15,200	12,804	4,963	10,257	70
71	Power plant labor.....	10,914	38,129	59,993	.....	11,399	.....	71
72	Sub-station labor.....	12,870	8,682	9,654	5,373	6,362	5,013	72
73	Fuel for power.....	18,511	124,657	122,864	.....	35,069	.....	73
74	Water for power.....	96	1,013	.....	.....	.....	.....	74
75	Lubricants for power.....	634	1,526	121	.....	2,127	.....	75
76	Miscellaneous power plant supplies and expenses.....	239	1,047	376	.....	1,341	.....	76
77	Sub-station supplies and expenses.....	563	503	1,482	280	308	254	77
78	Horsepower, revenue car service.....	.....	.....	.....	.....	.....	.....	78
79	Other power supplies and expenses (lines 74-78).....	1,531	4,089	1,979	280	3,775	254	79
80	Power purchased.....	84,675	13,756	.....	103,410	52,118	93,020	80
81	Jointly produced power, Dr.....	15,273	.....	.....	.....	.....	.....	81
82	Power exchanged, balance.....	.....	.....	.....	8,789	.....	4,393	82
83	Other operations, Dr.....	.....	.....	.....	.....	.....	.....	83
84	Other operations, Cr.....	.....	59,215	.....	.....	.....	.....	84
85	Jointly produced power, Cr.....	.....	.....	.....	.....	63,297	.....	85
86	Total power expenses (lines 71-85).....	143,774	130,098	194,490	100,275	45,517	93,894	86
87	Passenger motormen.....	127,619	182,552	44,658	95,450	51,058	76,858	87
88	Passenger conductors.....	126,926		44,527	94,010	49,730	75,409	88
89	Horse car drivers.....	.....	.....	.....	.....	.....	.....	89
90	Other passenger trainmen.....	.....	.....	.....	.....	.....	.....	90
91	Freight and express motormen and other trainmen.....	11,803	5,578	1,951	.....	316	.....	91
92	Conductors, motormen, and other trainmen (lines 87-91).....	266,348	188,130	91,136	189,460	101,104	152,267	92
93	Miscellaneous car service employees.....	5,300	3,496	1,540	1,738	1,011	3,822	93
94	Miscellaneous car service expenses.....	16,326	12,418	8,118	8,977	7,581	5,286	94
95	Station employees.....	21,556	2,274	1,658	.....	6,274	136	95
96	Station expenses.....	2,115	536	865	69	1,518	229	96
97	Car-house employees.....	16,348	25,683	15,942	13,274	14,091	8,737	97
98	Car-house expenses.....	719	6,685	1,072	321	1,382	271	98
99	Operation of signal and interlocking systems.....	.....	.....	1,487	.....	.....	.....	99
100	Operation of telephone and telegraph systems.....	.....	12	344	.....	723	.....	100
101	Express and freight collections and delivery.....	.....	2	.....	.....	.....	.....	101
102	Loss and damage.....	1,077	175	8	.....	21	.....	102
103	Other transportation expenses.....	429	268	3,480	1,466	291	42	103
104	Miscellaneous transportation expenses (lines 93-103).....	63,871	51,550	34,515	25,845	32,892	18,522	104
105	Joint operation of cars, Dr.....	.....	.....	.....	.....	.....	.....	105
106	Joint operation of cars, Cr.....	.....	.....	.....	.....	.....	.....	106
107	Total expenses from operation cars (lines 87-106).....	330,219	239,680	125,650	215,304	133,996	170,790	107
108	Total expenses conducting transportation (lines 70-106).....	495,129	388,003	335,340	328,383	184,476	274,941	108
	<i>General and miscellaneous expenses:</i>							
109	Salaries and expenses general officers.....	16,523	6,571	6,866	15,704	15,008	5,551	109
110	Salaries and expenses general office clerks.....	15,103	12,523	7,342	6,707	5,515	4,749	110
111	General office supplies and expenses.....	5,321	2,705	1,123	3,618	853	3,251	111
112	General law expenses.....	4,987	10,591	2,868	8,884	1,202	10,152	112
113	Miscellaneous general expenses.....	4,230	16,735	726	4,733	1,797	4,051	113
114	General administration (lines 109-113).....	46,164	49,124	18,925	39,646	24,374	27,753	114
115	Insurance.....	8,834	13,267	3,900	4,890	2,829	2,423	115
116	Relief department expenses.....	.....	.....	.....	576	.....	396	116
117	Pensions.....	.....	.....	.....	.....	280	.....	117
118	General amortization.....	.....	.....	.....	30,000	.....	.....	118
119	Accidents and damages.....	58,714	45,934	14,000	26,878	13,485	17,592	119
120	Law expenses connected with damages.....	9,713		2,189	3,095	4,498	82	120
121	General stationery and printing.....	3,949	1,878	1,067	1,510	2,182	1,055	121
122	Store expenses.....	1,735	3,716	877	1,366	1,328	538	122
123	Stable expenses.....	847	1,104	.....	11	.....	.....	123
124	Undistributed adjustments, balance.....	.....	.....	.....	.....	.....	.....	124
125	Other operations, Dr.....	.....	.....	.....	.....	.....	.....	125
126	Joint general expense, Dr.....	.....	.....	.....	.....	.....	.....	126
127	Other operations, Cr.....	.....	.....	.....	.....	.....	.....	127
128	Joint general expense, Cr.....	.....	.....	.....	.....	.....	.....	128
129	Total general and miscellaneous expenses (lines 109-128).....	129,955	115,022	40,958	77,974	48,977	49,839	129
130	Total operating expenses.....	834,472	810,100	556,962	553,016	335,831	244,724	130
	<i>Statistics:</i>							
131	Average number miles of road operated.....	139.33	136.99	119.33	27.57	57.30	36.48	131
132	Average operating expenses per mile of road operated.....	\$5.989	\$5.914	\$4.667	\$20.059	\$5.861	\$12.259	132
133	Operating ratio.....	67.68%	81.46%	61.38%	77.11%	53.03%	75.01%	133

\* Includes \$30,000 " Depreciation ".



TABLE 210: OPERATING EXPENSES, OPERATING ELECTRIC

## Part B: Corporations Having Revenues from Street and

The figures given are for the street and interurban railroad operations of the corporation as a whole; they are not segregated according to state lines. The Street Railway Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street of Accounts. Figures in *italics* denote *credits*. The corporations are named in the order of their average revenues from street and interurban railroad operations

L.N.	Bing- hamton 12	W. N. Y. & P. Tr. 13	Auburn & S. El. 14	Buffalo, L. & R. 15	New York & W. B. 16	New York & S. R. 17	Elmira W., Lt. & R.R. 18	Jamestown St. 19	Albany Southern 20	Otsego & Herkimer 21	West- chester St. 22	Niagara Gorge 23	P. C. & W. F. El. 24	L.N.
	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	
1	1,200	717	9,195	11,644	17,491	3,583	337		1,551	8,474	1,914			1
2	27,680	27,455	22,990	31,488	17,897	72,349	8,917	23,467	17,601	10,479	14,553	22,535	5,609	2
3	2,440	1,523	1,642	724	109	3,420	2,306	1,268	219	122	3,439		1,289	3
4	2,707	1,430	2,781	1,813	2,036	1,627	3,127	947	4,080	2,672	3,003	109	1,247	4
5		3,158	3,214	3,608	19,105	2,447		6	3,117	2,558	1,609		126	5
6	24,047	4,285	15,827	9,328	13,155	14,015	1,859	4,260	2,569	5,304	7,598	2,498	2,654	6
7	5,107	874	2,346	2,991	7,788	1,893	1,465	3,099	1,925	2,616	657	412	392	7
8														8
9					7,444				1,367	185				9
10														10
11														11
12		8,318				60,483	11,580	9,042			3,130	4,749	3,575	12
13	63,181	47,760	57,996	61,596	85,026	38,852	29,593	42,089	32,428	32,409	35,903	20,806	14,882	13
14	2,415	601	2,285	1,668	3,337	2,578	1,537		1,859	1,219	328			14
15	5,998	5,410				301		11,529		647	77		316	15
16	629	293	404	969		186				1,041	114			16
17	17,520	16,448	8,094	13,685	7,831	19,942	8,584	19,234	14,017	7,123	10,942	5,896	5,387	17
18	15,645	7,631	8,940	4,024	6,369	12,956	7,982	4,374	5,729	5,711	5,311	1,650	1,156	18
19	1,304	732	2,281	1,977	2,385	1,444	844	91	1,831	494	1,979	166	781	19
20														20
21														21
22														22
23														23
24		11,582				13,517	11,580	6,861			3,450	5,858	3,575	24
25	43,511	42,697	22,004	22,324	19,923	23,890	30,528	42,089	23,437	16,235	22,077	13,480	11,216	25
26	11,288	14,683	8,461	6,338	9,598	343	2,172	700	16,426	4,413	366	13,182	1,077	26
27	9,885	3,364	3,510	5,132	15,057	6,984	4,339	2,062	4,787	5,931	4,451	3,794	1,073	27
28	12,363	4,809						14,565		8,246				28
29	1,513	3,302	3,283	8,299		4,362				3,071	4,268	1,485		29
30	38,263	14,400						59,287		14,197				30
31	262							29						31
32	229	1,950						1,240		759				32
33	315	309						149		625				33
34	38	92	498	691		393				102	965			34
35														35
36	844	2,350	498	691		393		1,417		1,486	965		4	36
37			50,732	39,130	109,431	49,685	38,009	6,125	6		51,496	6,018	28,643	37
38														38
39														39
40									33,448					40
41														41
42														42
43	52,983	24,861	54,513	48,120	109,431	54,440	38,009	81,394	33,454	27,000	56,729	7,503	28,647	43
44	97,870	57,924	90,646	39,119	46,886	62,959	73,366	60,754	33,220	26,268	57,798	15,911		44
45	720	6,809	3,244	1,911	5,101	2			8,899	11,667		2,877	36,068	45
46	10,757	2,958	6,234	7,049	3,151	4,926	6,149	4,612	3,101	4,221	3,673	1,161	1,475	46
47		4,137	12,180	19,395	51,159	261	1,320	1,433	13,978	14,657	373	3,157		47
48	6,380	6,244	8,773	7,372	13,682	5,326	5,943	4,234	11,786	5,380	2,414	1,420	1,961	48
49		15	1,491	5,922	13,023	20			2	1,364	124			49
50									41					50
51		89	53	31	112		4		723	337				51
52		472	14	394	65	173	122		743	591	28		77	52
53	17,137	13,915	28,744	40,363	81,193	10,706	13,539	10,279	30,373	26,551	6,612	5,738	3,514	53
54					7,707									54
55									3,235					55
56	115,728	78,647	122,633	81,393	140,888	73,667	86,904	71,034	69,207	64,486	64,410	24,523	39,581	56
57	178,595	106,873	180,656	134,645	265,376	135,091	129,253	154,490	107,448	97,417	125,590	35,822	69,301	57
58	11,199	17,664	13,556	17,368	18,243	6,651	6,285	5,257	11,077	13,501	5,420	14,402	15,992	58
59	342	1,192	2,487	2,390	1,921	1,502	5,679	90	899	1,814	1,422	1,408	361	59
60	1,343	2,463	1,302	1,480	6,038	461	900		2,120	923	238	5	67	60
61	4,033	2,575	2,393	737	2,990	2,012	1,232	2,744	6,348	988	1,845	2,165	8,669	61
62	16,917	23,893	19,738	21,976	29,192	10,627	14,095	8,091	20,435	17,226	8,924	17,980	25,089	62
63	3,075	1,718	4,200	3,575	1,000	3,206	4,642	1,795	4,274	1,920	853	1,397	671	63
64	600		212					300					281	64
65		100					4,290							65
66	12,700	11,870				11,672	3,143	7,610	24,000	632		10,470	4,037	66
67	2,436		13,334	24,038	1,186	3,693	3,134	716	1,200	783	8,717			67
68	988	1,620	532	3,388	2,241	810	100	264	2,302	1,788	321		530	68
69		721	1,005	2,175	5,255	1,921	1,303		837	895	604			69
70	1,323	2,345	1,016			95		491			740		454	70
71					365				51			221	802	71
72							10,500							72
73									656					73
74														74
75							3,038							75
76	37,990	42,266	40,037	55,152	50,911	20,352	38,169	19,266	53,755	23,245	2,725	29,625	31,864	76
77	334,565	254,279	309,154	280,054	430,834	218,527	229,714	258,634	233,494	173,719	186,662	112,916	128,341	77
78	30.91	92.27	41.16	58.19	21.75	26.34	23.51	20.72	38.26	78.44	28.57	14.88	16.64	78
79	\$10.824	\$2.756	\$7.511	\$4.813	\$19.808	\$8.296	\$9.771	\$12.484	\$6.103	\$2.215	\$6.534	\$7.588	\$7.713	79
80	70.23%	54.30%	67.53%	67.30%	107.52%	58.83%	68.67%	81.23%	84.58%	68.23%	74.02%	54.57%	63.66%	80

## RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

## Interurban Railroad Operations from \$100,000 to \$500,000.

corporations operating both within and without the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Berkshire Railway Company, and The Waverly, Sayre and Athens Traction Company. The expenses are classified in accordance with the officially prescribed Uniform System during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 209.

L.No.	Name of account	Orange Co. Tr. 25	Chautau- qua Tr. 26	Elmira, C. & W. 27	Kingston Consol. 28	Ithaca Street 29a	Ithaca Tr. Corp. 29b	Syracuse & S. 30	Warren & J. S. 31	Black River Tr. 32	Geneva S. F. & A. 33	L.No.
	<i>Maintenance of way and structures:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Superintendence.....	1,291		2,971	518	399	232		720		450	1
2	Roadway and track repairs.....	17,272	14,097	6,107	14,986	2,239	627	5,380	6,250	18,164	4,403	2
3	Cleaning and sanding tracks.....	785	5	34	854	1,433	282	373			228	3
4	Removal snow, ice, and sand.....	1,201	794	516	2,159	1,351		861	19		453	4
5	Other repairs.....	1,102	190	505		157	5	70			249	5
6	Repairs electric power lines.....	4,133	2,076	664	1,387	555	117	1,176	1,320	2,784	899	6
7	Repairs buildings and structures.....	933	376	100	193	245	75	277	66	3,239	197	7
8	Other operations, Dr.....											8
9	Joint way and structures, Dr.....											9
10	Other operations, Cr.....											10
11	Joint way and structures, Cr.....					344						11
12	Depreciation way and structures.....	15,040	1,343	10,242	12,590			1,733	8,112		1,258	12
13	Total maintenance way and structures (lines 1-12).....	11,676	18,882	21,141	7,506	6,034	1,338	9,870	16,487	24,188	8,137	13
	<i>Maintenance of equipment:</i>											
14	Superintendence.....	879		1,989	453	323	251		1,260		847	14
15	Repairs power plant equipment.....	936			3,024		202	394	3,346	50	888	15
16	Repairs sub-station equipment.....	70	78	405		1	17					16
17	Repairs cars and locomotives.....	6,836	9,746	3,167	2,470	3,140	1,188	5,495	2,948	9,990	2,786	17
18	Repairs car and locomotive electric equipment.....	3,128	4,051	1,352	1,634	4,899	1,598	1,204	460		432	18
19	Miscellaneous equipment expenses.....	1,212	8	359	3,819	33	10	134	52		274	19
20	Other operations, Dr.....				248							20
21	Maintaining joint equipment, Dr.....											21
22	Other operations, Cr.....											22
23	Maintaining joint equipment, Cr.....											23
24	Depreciation of equipment.....	1,500	9,366	3,702	708			1,040	7,424		755	24
25	Total maintenance of equipment (lines 14-24).....	14,560	23,249	10,974	12,356	8,396	3,326	8,266	15,491	10,040	5,982	25
26	<i>Traffic expenses:</i>											
	Total traffic expenses.....	17,538	1,040	1,872	2,976	341	183	1,082	110		778	26
27	<i>Transportation expenses:</i>											
	Superintendence.....	3,344		1,389		1,924	502	1,004	731		1,996	27
28	Power plant labor.....	3,335			4,283		4,428	1,789	2,441	630	3,717	28
29	Sub-station labor.....	1,253	4,123	4,709		1,469	469	203	1,443			29
30	Fuel for power.....	6,094			7,913		11,016		4,017	1,495	8,731	30
31	Water for power.....	257					229					31
32	Lubricants for power.....	143	42		510		356		602		125	32
33	Miscellaneous power plant supplies and expenses.....	106			205	30	271	1		22	152	33
34	Sub-station supplies and expenses.....		287	269		137	20					34
35	Horsepower, revenue car service.....											35
36	Other power supplies and expenses (lines 31-35).....	506	329	269	715	167	876	1	602	22	277	36
37	Power purchased.....	18,307	30,892	22,807		12,667		9,055				37
38	Jointly purchased power, Dr.....											38
39	Power exchanged, balance.....											39
40	Other operations, Dr.....											40
41	Other operations, Cr.....				243							41
42	Jointly produced power, Cr.....											42
43	Total power expenses (lines 28-42).....	29,495	35,344	27,785	12,663	14,304	16,791	11,047	8,503	2,147	12,726	43
44	Passenger motormen, conductors, and trainmen.....	33,528	18,023	11,667	30,721	26,217	9,136	21,048	9,869	26,252	13,426	44
45	Freight and express motormen and other trainmen.....	3,218	5,603					3,614			49	45
46	Miscellaneous car service employees and expenses.....	3,229	1,779	3,142	1,376	1,310	519	2,399	5,544		1,394	46
47	Station employees and expenses.....	1,475	9,395	567				1,523			234	47
48	Car-house employees and expenses.....	859	1,595	1,709		2,172	573	2,754			1,743	48
49	Operation signal and telephone systems.....		880			73	45	57				49
50	Express and freight collections and deliveries.....	55		903				1			25	50
51	Loss and damage.....	94	32	36				10			1	51
52	Other transportation expenses.....	646		8				20			6	52
53	Miscellaneous transportation expenses (lines 46-52).....	6,357	13,680	6,365	1,376	3,556	1,137	6,763	5,544	2,791	3,401	53
54	Joint operation cars, Dr.....						3					54
55	Joint operation cars, Cr.....											55
56	Total expenses operation cars (lines 44-55).....	43,104	37,307	18,033	32,097	29,773	10,276	31,425	15,413	29,042	16,875	56
57	Total expenses conducting transportation (lines 27-55).....	75,943	72,650	47,207	44,760	46,001	27,568	43,476	24,647	31,189	31,598	57
	<i>General and miscellaneous expenses:</i>											
58	General officers and general office clerks.....	12,867	5,650	2,615	5,675	5,629	3,243	10,537	6,683	8,866	6,296	58
59	General office supplies and expenses.....	309	114	1,180	51	1,309	368	1,293	253		969	59
60	General law expenses.....	169		7	300	111	150	480	2,080		366	60
61	Miscellaneous general expenses.....	1,699	1,467	671	686	85	191	444	1,082	577	507	61
62	General administration (lines 58-61).....	15,043	7,230	4,474	6,712	7,134	3,952	12,754	10,098	9,443	8,138	62
63	Insurance.....	4,080	1,722	32	1,255	672	468	3,157	556	87	1,479	63
64	Relief department and pensions.....	937			261							64
65	General amortization.....											65
66	Accidents and damages.....	3,250	3,425	3,527	1,011	145	115	3,103	506		2,400	66
67	Law expenses connected with damages.....	516	69	107	475	756		720		3,190		67
68	General stationery and printing.....	148	257	294	148	359	137	265	883	2	118	68
69	Store expenses.....					178	66					69
70	Stable expenses.....											70
71	Undistributed adjustments, balance.....	992										71
72	Other operations, Dr.....											72
73	Joint general expenses, Dr.....											73
74	Other operations, Cr.....											74
75	Joint general expenses, Cr.....											75
76	Total general and miscellaneous expenses (lines 58-75).....	22,983	12,704	8,434	9,861	9,243	4,737	20,000	12,043	12,722	12,135	76
77	Total operating expenses.....	142,701	128,525	89,628	77,459	70,015	37,153	82,694	68,778	78,139	58,630	77
	<i>Statistics:</i>											
78	Average number miles of road operated.....	17.69	30.28	32.47	7.98	5.70	1.89	16.21	21.50	10.00	17.15	78
79	Average operating expenses per mile of road operated.....	\$8.067	\$4.245	\$2.760	\$9.708	\$12.283	\$19.658	\$5.101	\$3.199	\$7.814	\$3.419	79
80	Operating ratio.....	73.62%	67.52%	55.42%	48.93%	71.71%	73.29%	59.66%	58.75%	76.96%	58.24%	80

\* Report covers period July 1, 1913, to March 31, 1914; see statement Organization, etc.  
 † Report covers period April 1, 1914, to June 30, 1914; see statement Organization, etc.

‡ Includes expenditures, if any, for permanent improvements as well as operating expenses proper; see statement Organization, etc.  
 § Successor to Geneva and Auburn Railway Company; see statement Organization, etc.



TABLE 210: OPERATING EXPENSES, OPERATING ELECTRIC

## Part C: Corporations Having Revenues from Street and

The figures given are for the street and interurban railroad operations of the corporation as a whole; they are not segregated according to state lines. The Street Railway Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street. The expenses are classified in accordance with the officially prescribed Uniform System of Accounts. Figures in *italics* denote *credits*. The corporations are named in the order of their average revenues from street and interurban railroad operations during the year ended June 30, 1914; for

L. No.	Waverly, S. & A. Tr. 34	Syracuse & S. B. El. 35	Buffalo Southern 36	Cortland Co. Tr. 37	Wallkill Transit 38	Elmira & S. L. Tr. 39	Peekskill Ltg. & R.R. 40	Corning & P. P. St. 41	Hornell Traction 42	Fishkill Electric 43	Huntington 44	L. No.
1	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	1
2	7,010	1,972	900	14,092	630	113	4,197	967	140	2,277	227	2
3	1,662	6,927	8,475	1,907	9,881	4,495	864	3,057	10,134	164	5,891	3
4	357	417	363	269	669	695	59	799	621	157	716	4
5	1,252	513	1,186	1,058	2	321	996	242	2,289	452	293	5
6	1,483	940	504	646	1,031	9	107	567	414	4	876	6
7					679			4			518	7
8												8
9												9
10							141					10
11					96	1,326		2,632	1,526		4,130	11
12	11,407	11,126	11,629	16,733	14,226	7,110	5,914	8,267	15,576	2,598	12,650	12
13		1,221	1,079		615	113		953	140			13
14			3,953	189	293	36						14
15		2									527	15
16	5,180	1,798	4,677	2,261	4,933	1,402	4,204	1,324	2,122	1,341	4,829	16
17	2,673	960	2,375	1,543	1,671	2,127	1,534	1,086	1,327	2,507	3,105	17
18	2,752	589	175	431		37	552	39		293	21	18
19										167		19
20												20
21							1,608					21
22						1,326		3,910	4		373	22
23												23
24	10,605	4,570	12,259	4,424	7,512	4,969	4,682	7,312	3,592	4,307	8,855	24
25	1,693	1,259	582	641	3,288	1,695	323	133			151	25
26	960	154	734	784	615	676	1,326	1,008	163	1,829	2,714	26
27			5,781	507	4,145	1,551					2,554	27
28		1,037										28
29			10,456	2,822	10,428							29
30		136	2,073	282	1,132	190					247	30
31		6,531	67			9,058		7,817	6,362	13,472	7,931	31
32												32
33												33
34							8,081					34
35												35
36												36
37	17,281	7,704	18,378	3,611	15,705	10,799	8,081	7,817	6,362	13,472	10,733	37
38	20,364	12,700	22,007	15,232	14,162	10,031	17,004	13,744	12,828	11,084	11,765	38
39	3,917	5,498	2,671	3,712	627	3,009	2,181	2,134	2,436	1,340	1,221	39
40							415					40
41												41
42	24,281	18,198	24,678	18,944	14,788	13,640	18,770	15,879	15,264	12,424	12,986	42
43	42,522	26,056	43,790	23,340	31,108	25,114	28,176	24,703	21,789	27,725	26,433	43
44	4,601	3,495	3,873	3,941	4,616	3,050	6,659	2,346	3,272	1,452	24	44
45	909	2,400	419	900	945	1,015	7,205	269	755	2,160	840	45
46		1										46
47				7,500	600	663						47
48	1,256	2,566	763	4,257	645	1,513	130	1,585	959	154	136	48
49	157	161	84	169	61	12	309	56	39	52	28	49
50		80				64	153					50
51							78					51
52												52
53												53
54												54
55												55
56	6,913	8,702	5,140	16,767	6,867	6,317	17,771	4,256	5,024	3,818	1,028	56
57	73,140	51,714	73,400	61,905	63,000	45,205	56,866	44,671	45,981	42,202	49,118	57
58	10.93	12.43	24.40	16.18	11.59	22.15	10.29	5.25	10.45	6.79	18.60	58
59	\$6,692	\$4,160	\$3,008	\$3,826	\$5,436	\$2,041	\$5,526	\$8,502	\$4,400	\$6,215	\$2,641	59
60	74.49%	59.10%	87.99%	77.52%	81.23%	60.21%	80.96%	69.63%	78.74%	73.12%	102.00%	60

<sup>7</sup> Includes \$3333 "Contingent expense".

<sup>8</sup> Includes \$3755 "Depreciation".

RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (*continued*)

## Interurban Railroad Operations of Less than \$100,000.

corporations operating both within and without the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Berkshire Railway Company, and The Waverly, Sayre and Athens Traction Company.

their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 209.

L.No.	Name of account	Buffalo & W. El. 45	Ogdens- burg St. 46	Troy & N. E. 47	N. P. H. & P. Tr. 48	Platts- burgh Tr. 49	Eastern New York 50	Rochester & Manitou 51	L.No.
	<i>Maintenance of way and structures:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Superintendence.....	.....	.....	.....	.....	.....	.....	851	1
2	Roadway and track repairs.....	1,266	1,608	2,107	.....	1,624	3,868	6,159	2
3	Cleaning and sanding tracks and removing snow.....	83	470	282	.....	454	780	80	3
4	Other repairs of way.....	98	.....	531	.....	21	10	68	4
5	Repairs electric power line.....	101	67	384	.....	540	1,007	135	5
6	Repairs buildings and structures.....	138	11	48	.....	49	23	77	6
7	Other operations, Dr.....	.....	.....	.....	.....	.....	.....	.....	7
8	Joint way and structures, Dr.....	.....	.....	.....	.....	.....	.....	.....	8
9	Other operations, Cr.....	.....	.....	.....	.....	.....	.....	.....	9
10	Joint way and structures, Cr.....	.....	.....	.....	.....	.....	.....	.....	10
11	Depreciation way and structures.....	2,533	2,214	.....	.....	.....	.....	100	11
12	Total maintenance of way and structures (lines 1-11).....	4,218	4,371	3,726	4,306	2,942	5,689	7,469	12
	<i>Maintenance of equipment:</i>								
13	Superintendence.....	.....	.....	.....	.....	261	.....	330	13
14	Repairs power plant equipment.....	100	.....	63	.....	.....	.....	.....	14
15	Repairs sub-station equipment.....	.....	.....	.....	.....	.....	.....	.....	15
16	Repairs cars and locomotives.....	603	2,599	849	.....	919	314	240	16
17	Repairs car and locomotive electric equipment.....	474	1,285	355	.....	552	565	295	17
18	Miscellaneous equipment expenses.....	128	.....	.....	.....	6	.....	.....	18
19	Other operations, Dr.....	.....	.....	.....	.....	.....	.....	.....	19
20	Maintaining joint equipment, Dr.....	.....	.....	.....	.....	.....	.....	.....	20
21	Other operations, Cr.....	.....	.....	.....	.....	.....	.....	.....	21
22	Maintaining joint equipment, Cr.....	.....	.....	.....	.....	.....	.....	.....	22
23	Depreciation of equipment.....	651	.....	.....	.....	.....	.....	1,731	23
24	Total maintenance of equipment (lines 13-23).....	1,956	3,884	1,267	1,622	1,738	879	2,596	24
25	<i>Traffic expenses:</i>								
25	Total traffic expenses.....	.....	75	.....	.....	261	.....	1,153	25
26	<i>Transportation expenses:</i>								
26	Superintendence.....	2,020	1,040	1,096	1,560	782	1,200	542	26
27	Power plant labor.....	754	.....	649	.....	.....	1,102	.....	27
28	Sub-station labor.....	.....	.....	.....	.....	.....	.....	.....	28
29	Fuel for power.....	.....	.....	287	.....	.....	.....	.....	29
30	Other power supplies and expenses.....	9	.....	8	.....	.....	136	.....	30
31	Power purchased.....	8,111	.....	2,036	.....	2,256	3,087	3,431	31
32	Jointly produced power, Dr.....	.....	.....	.....	.....	.....	.....	.....	32
33	Power exchanged, balance.....	.....	.....	.....	.....	.....	.....	.....	33
34	Other operations, Dr.....	.....	.....	.....	.....	.....	.....	.....	34
35	Other operations, Cr.....	.....	.....	.....	.....	.....	.....	.....	35
36	Jointly produced power, Cr.....	.....	.....	.....	.....	.....	.....	.....	36
37	Total power expenses (lines 27-36).....	8,874	.....	2,980	5,142	2,256	4,325	3,431	37
38	Conductors, motormen, and other trainmen.....	8,784	12,337	5,206	.....	5,911	2,796	3,700	38
39	Miscellaneous transportation expenses.....	2,065	1,063	2,309	.....	1,209	1,767	1,325	39
40	Joint operation cars, Dr.....	.....	.....	.....	.....	.....	.....	.....	40
41	Joint operation cars, Cr.....	.....	.....	.....	.....	.....	.....	.....	41
42	Total expenses operation cars (lines 38-41).....	10,848	13,400	7,516	3,917	7,120	4,563	5,024	42
43	Total expenses conducting transportation (lines 26-41).....	21,743	14,440	11,592	10,618	10,159	10,088	8,997	43
44	<i>General and miscellaneous expenses:</i>								
44	General administration.....	2,786	2,718	299	.....	3,974	3,811	3,449	44
45	Insurance.....	14	245	287	.....	194	618	638	45
46	Relief department and pensions.....	.....	.....	.....	.....	.....	.....	.....	46
47	General amortization.....	.....	.....	.....	.....	.....	.....	.....	47
48	Injuries to persons and property.....	4,747	1,228	2,075	.....	732	1,549	2,834	48
49	General stationery and printing.....	23	.....	59	.....	102	54	32	49
50	Store and stable expenses.....	.....	.....	.....	.....	.....	.....	.....	50
51	Undistributed adjustments, balance.....	.....	.....	.....	.....	.....	.....	.....	51
52	Other operations, Dr.....	.....	.....	.....	.....	.....	.....	.....	52
53	Joint general expenses, Dr.....	.....	.....	.....	.....	.....	.....	.....	53
54	Other operations, Cr.....	.....	.....	.....	.....	.....	.....	.....	54
55	Joint general expenses, Cr.....	.....	.....	.....	.....	.....	.....	.....	55
56	Total general and miscellaneous expenses (lines 44-55).....	7,570	4,190	2,720	11,691	5,002	6,031	6,954	56
57	Total operating expenses.....	35,488	26,960	19,305	28,238	20,101	22,688	27,169	57
58	<i>Statistics:</i>								
58	Average number miles of road operated.....	8.49	9.50	8.10	9.02	6.56	12.00	7.25	58
59	Average operating expenses per mile of road operated.....	\$4,180	\$2,838	\$2,383	\$3,130	\$3,064	\$1,891	\$3,747	59
60	Operating ratio.....	84.85%	73.35%	53.64%	80.01%	62.11%	71.52%	89.34%	60

<sup>9</sup> Electric railroad operations conducted during seven and one-half months only.



TABLE 210: OPERATING EXPENSES, OPERATING ELECTRIC

## Part C: Corporations Having Revenues from Street and

The figures given are for the street and interurban railroad operations of the corporation as a whole; they are not segregated according to state lines. The Street Railway Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street The expenses are classified in accordance with the officially prescribed Uniform System of Accounts. Figures in *italics* denote *credits*.

The corporations are named in the order of their average revenues from street and interurban railroad operations during the year ended June 30, 1914; for

L. No.	Hudson R. & E. Tr. 52	Glen Cove 53	Port Jervis Traction 54	New York, W. & C. Tr. 55	Penn Yan & Lake Shore <sup>10</sup> 56	Buffalo & Depew 57	Nassau County 58	St. L. I. El. R.R. & L. 59	Catskill Traction 60	Syracuse, W. & St. L. R. 61	C. & N. Y. 62
	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	.....	227	.....	57	.....	.....	227	276	.....	878	1
2	963	753	729	158	2,366	3,144	272	1,869	2,549	1,053	2
3	673	206	1,357	.....	141	1,179	138	310	22	275	3
4	2	29	.....	.....	.....	.....	1	235	.....	178	4
5	267	862	339	646	539	94	745	120	680	137	5
6	.....	.....	68	.....	210	259	69	155	.....	382	6
7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
11	79	821	2,623	.....	.....	.....	64	.....	.....	.....	11
12	1,828	2,898	5,117	861	3,256	4,676	1,516	2,966	3,251	2,903	12
13	.....	.....	.....	.....	183	85	.....	172	.....	.....	13
14	.....	.....	.....	.....	.....	.....	.....	349	.....	.....	14
15	.....	148	.....	.....	.....	.....	.....	.....	.....	.....	15
16	755	1,207	1,046	.....	351	584	1,245	215	1,080	.....	16
17	751	1,356	998	.....	221	200	404	145	3,229	.....	17
18	158	.....	555	.....	.....	73	.....	45	189	.....	18
19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19
20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
23	140	188	570	.....	.....	.....	84	.....	.....	.....	23
24	1,805	2,898	3,169	.....	755	772	1,732	927	4,498	.....	24
25	4	37	50	.....	787	.....	15	196	226	52	25
26	840	900	211	551	573	1,857	858	210	181	.....	26
27	.....	.....	.....	.....	1,942	1,705	.....	2,491	.....	.....	27
28	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	28
29	.....	.....	.....	.....	2,390	.....	.....	6,175	.....	.....	29
30	.....	.....	.....	.....	239	97	.....	210	.....	.....	30
31	7,085	3,416	5,190	5,277	.....	4,929	1,674	.....	3,138	2,598	31
32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32
33	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	33
34	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	34
35	.....	.....	.....	.....	.....	.....	.....	5,089	.....	.....	35
36	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	36
37	7,085	3,416	5,190	5,277	4,571	6,731	1,674	3,787	3,138	2,598	37
38	9,897	6,569	6,020	12,404	4,400	5,570	3,255	2,023	2,949	.....	38
39	959	800	872	.....	2,336	1,563	678	171	602	666	39
40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40
41	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	41
42	10,856	7,369	6,892	12,404	6,736	7,133	3,933	2,195	3,552	666	42
43	18,781	11,685	12,292	18,232	11,880	15,721	6,465	6,191	6,870	3,265	43
44	2,255	3	1,745	1,526	1,574	742	4	854	619	59	44
45	14	466	475	26	288	231	258	160	243	93	45
46	.....	.....	.....	24	.....	.....	.....	.....	.....	.....	46
47	.....	.....	6	.....	.....	.....	.....	.....	300	.....	47
48	386	142	237	.....	.....	.....	46	.....	10	.....	48
49	34	20	107	.....	.....	63	15	38	.....	30	49
50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50
51	250	.....	.....	.....	.....	.....	.....	.....	.....	.....	51
52	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	52
53	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	53
54	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	54
55	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	55
56	2,938	630	2,570	1,576	1,862	1,037	323	1,052	1,172	182	56
57	25,356	18,149	23,197	20,669	18,540	22,205	10,051	11,332	16,017	6,401	57
58	2.71	3.28	3.96	4.95	8.50	6.69	1.55	7.50	5.30	6.06	58
59	\$9,357	\$5,533	\$5,858	\$4,176	\$2,181	\$3,319	\$6,485	\$1,511	\$3,022	\$1,056	59
60	88.52%	65.11%	84.02%	75.99%	69.31%	116.20%	64.52%	74.49%	115.91%	49.30%	60

<sup>10</sup> Formerly reported as Penn Yan, Keuka Park and Branchport Railway; see statement Organization, etc.

## RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (concluded)

## Interurban Railroad Operations of Less Than \$100,000 (concluded).

corporations operating both within and without the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Berkshire Railway Company, and The Waverly, Sayre and Athens Traction Company.

their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 209.

L. No.	Name of account	Putnam & W. Tr. 62	Suffolk Traction 63	Babylon 64	Northport Traction 65	Paul Smith's 66	Adirondack Lakes' Tr. 67	Lima-H. Lt. & R.R. 68	Rank
	<i>Maintenance of way and structures:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Superintendence.....				226			240	1
2	Roadway and track repairs.....	1,315	965	1,667	116	247	1,154	2,515	2
3	Cleaning and sanding tracks and removing snow.....	236	174	47	59	62	15		3
4	Other repairs of way.....	8	1	20	118		1		4
5	Repairs electric power line.....	105		550	147	71	247		5
6	Repairs buildings and structures.....		129		24				6
7	Other operations, Dr.....								7
8	Joint way and structures, Dr.....	141				250			8
9	Other operations, Cr.....								9
10	Joint way and structures, Cr.....								10
11	Depreciation way and structures.....	709			771	280			11
12	Total maintenance of way and structures (lines 1-11).....	1,096	1,268	2,284	1,462	910	1,417	2,755	12
	<i>Maintenance of equipment:</i>								
13	Superintendence.....								13
14	Repairs power plant equipment.....			52					14
15	Repairs sub-station equipment.....							31	15
16	Repairs cars and locomotives.....		986	373	242	128	257	341	16
17	Repairs car and locomotive electric equipment.....		320	1,422	42	147	66		17
18	Miscellaneous equipment expenses.....			45					18
19	Other operations, Dr.....	1,608							19
20	Maintaining joint equipment, Dr.....								20
21	Other operations, Cr.....								21
22	Maintaining joint equipment, Cr.....								22
23	Depreciation of equipment.....				969	32			23
24	Total maintenance of equipment (lines 13-23).....	1,608	1,306	1,892	1,253	307	323	372	24
25	<i>Traffic expenses:</i>								
25	Total traffic expenses.....			37	28		875		25
26	<i>Transportation expenses:</i>								
26	Superintendence.....		900	576	725		656	240	26
27	Power plant labor.....								27
28	Sub-station labor.....								28
29	Fuel for power.....		837						29
30	Other power supplies and expenses.....		107			6			30
31	Power purchased.....	3,288	2,171	4,745	1,766		1,437	3,665	31
32	Jointly produced power, Dr.....								32
33	Power exchanged, balance.....								33
34	Other operations, Dr.....					730			34
35	Other operations, Cr.....								35
36	Jointly produced power, Cr.....								36
37	Total power expenses (lines 27-36).....	3,288	3,114	4,745	1,766	736	1,437	3,665	37
38	Conductors, motormen, and other trainmen.....	3,490	2,070	3,195	3,899	1,951	2,416	1,713	38
39	Miscellaneous transportation expenses.....	15	983	75	391	38	560	1,483	39
40	Joint operation cars, Dr.....	415							40
41	Joint operation cars, Cr.....								41
42	Total expenses operation cars (lines 38-41).....	3,920	3,053	3,270	4,290	1,989	2,975	3,196	42
43	Total expenses conducting transportation (lines 26-41).....	7,208	7,067	8,591	6,782	2,725	5,068	7,101	43
44	<i>General and miscellaneous expenses:</i>								
44	General administration.....	180	265	199	12	360	48	444	44
45	Insurance.....				182	72	59	128	45
46	Relief department and pensions.....								46
47	General amortization.....								47
48	Injuries to persons and property.....	48	898	3	4		40		48
49	General stationery and printing.....		79	23	15	9	13	78	49
50	Store and stable expenses.....								50
51	Undistributed adjustments, balance.....			414					51
52	Other operations, Dr.....								52
53	Joint general expenses, Dr.....								53
54	Other operations, Cr.....								54
55	Joint general expenses, Cr.....								55
56	Total general and miscellaneous expenses (lines 44-55).....	228	1,241	639	205	441	161	649	56
57	Total operating expenses.....	10,140	10,883	13,444	9,731	4,383	7,844	10,877	57
58	<i>Statistics:</i>								
58	Average number miles of road operated.....	4.13	8.49	7.30	2.69	7.13	5.50	4.46	58
59	Average operating expenses per mile of road operated.....	\$2.452	\$1.282	\$1.842	\$3.617	\$615	\$1.426	\$2.439	59
60	Operating ratio.....	82.04%	92.75%	118.01%	86.60%	49.45%	99.20%	170.01%	60

<sup>11</sup> Electric railroad operations conducted from July 1 to September 30, 1913, and May 23 to June 30, 1914.



TABLE 211: OPERATING STATISTICS, OPERATING ELECTRIC

The figures given are for the street and interurban railroad operations of the corporation as a whole; they are not segregated according to state lines. The Street Railway Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street. The corporations are named in the order of their average revenues from street and interurban railroad operations during the year ended June 30, 1914; for their

Corporation No.	Average length of road operated	Operating revenue per mile of road	Operating expenses per mile of road	Operating ratio	Total number revenue car-miles	Total number revenue car-hours	Transportation revenue per revenue car-mile	Maintenance expenses			Revenue passenger service					Corporation No.
								Way and structures <sup>1</sup>		Equipment per revenue car-mile	Regular revenue car-miles		Passenger fares			
								Per mile of track	Per revenue car-mile		Per mile of road	Per car-hour	Amount, cash and ticket	Number <sup>2</sup>	Average	
	Miles	Dollars	Dollars	%			Cents	Dollars	Cents	Cents			Dollars		Cents	
1	338.16	23,072	14,185	61.48	24,577,559	2,673,921	31.11	1,146	2.77	1.97	71,488	9.18	7,446,466	133,236,899	5.59	1
2	222.37	30,507	18,011	59.04	21,606,889	2,398,197	31.01	1,749	3.03	2.45	95,854	9.03	6,547,945	124,010,975	5.28	2
3	61.61	41,353	27,142	65.63	9,477,367	1,160,820	26.36	2,207	2.44	1.50	153,610	8.17	2,493,602	49,996,687	4.98	3
4	138.53	10,021	6,116	60.13	4,178,106	271,969	32.91	767	4.37	1.74	28,478	15.48	1,282,295	9,071,219	14.14	4
5	58.64	23,503	14,768	62.83	3,773,816	384,005	34.87	1,108	3.31	2.82	64,162	9.83	1,305,554	21,670,849	6.02	5
6	139.33	8,850	5,989	67.68	4,790,133	503,632	25.06	585	2.25	1.99	33,241	9.50	1,144,684	17,820,122	6.42	6
7	136.99	7,259	5,914	81.46	3,672,059	317,615	25.88	1,261	5.05	3.23	25,973	11.62	914,814	18,567,310	4.93	7
8	119.33	7,604	4,667	61.38	2,017,540	167,044	31.28	806	5.13	3.66	16,750	12.22	608,897	7,428,420	8.18	8
9	27.57	26,012	20,059	77.11	2,816,888	348,797	24.84	1,794	2.37	1.61	102,099	8.08	698,781	14,098,125	4.96	9
10	57.30	11,052	5,861	53.03	1,702,729	177,699	35.50	723	3.50	2.31	28,879	9.75	598,847	6,320,004	9.48	10
11	36.48	16,342	12,259	75.01	2,448,377	286,860	19.35	1,492	2.46	1.06	66,958	8.55	472,063	9,585,293	4.92	11
12	30.91	15,411	10,824	70.23	1,971,802	227,830	23.97	1,309	3.20	2.21	63,129	8.71	465,933	9,276,704	5.02	12
13	92.27	5,075	2,756	54.30	1,555,781	152,925	29.17	480	3.07	2.74	16,127	10.36	404,457	6,762,731	5.98	13
14	41.16	11,122	7,511	67.53	1,671,571	170,628	26.42	1,002	3.48	1.32	39,917	9.92	417,395	4,824,792	8.65	14
15	58.19	7,151	4,813	67.30	1,147,171	54,139	35.47	922	5.37	1.94	19,228	21.61	396,713	2,011,746	19.71	15
16	21.75	18,422	19,808	107.52	1,478,092	195,546	25.83	1,436	5.25	1.35	63,940	15.14	352,971	3,062,985	11.52	16
17	26.34	14,102	8,296	58.83	1,179,944	121,573	31.13	1,144	3.29	2.02	44,592	9.71	364,574	7,309,123	4.99	17
18	23.51	14,066	9,771	68.67	1,350,371	168,314	22.77	1,063	2.19	2.26	57,359	8.03	299,664	6,060,394	4.94	18
19	20.72	15,367	12,484	81.23	1,052,253	137,247	20.82	1,497	3.99	3.99	50,445	7.79	217,353	4,498,046	4.83	19
20	38.26	7,216	6,103	84.58	812,951	60,632	32.10	519	3.82	2.88	19,268	14.05	195,382	1,563,064	12.50	20
21	78.44	3,246	2,215	68.23	705,416	61,383	33.82	454	4.57	2.30	7,701	12.52	167,683	1,098,110	15.27	21
22	28.57	8,826	6,534	74.02	1,108,371	114,005	22.53	1,437	3.24	1.99	38,604	9.73	247,131	4,942,628	5.00	22
23	14.88	13,906	7,588	54.57	229,246	24,881	89.94	941	9.07	5.88	15,092	10.83	190,812	600,417	27.63	23
24	16.64	12,116	7,713	63.66	715,089	84,939	28.06	794	2.08	1.57	42,937	8.42	200,020	4,064,264	4.92	24
25	17.69	10,957	8,067	73.62	533,004	83,276	32.06	569	2.11	2.63	30,026	7.13	153,392	2,886,203	5.31	25
26	30.28	6,287	4,245	67.52	664,244	49,406	28.28	692	2.84	3.49	19,091	14.30	161,843	945,171	17.12	26
27	32.47	4,980	2,760	55.42	457,577	26,562	34.13	736	4.62	2.40	14,011	17.21	147,636	760,230	19.42	27
28	7.98	19,841	9,708	48.93	560,822	68,413	27.42	851	1.34	2.20	70,266	8.20	152,945	3,063,484	4.99	28
29a	5.70	17,130	12,283	71.71	359,027	54,334	26.71	888	1.78	2.34	62,938	6.62	95,275	1,842,241	5.17	29a
29b	1.89	26,822	19,658	73.29	115,156	16,080	31.99	505	1.16	2.89	60,840	7.20	36,465	1,861,653	5.35	29b
30	16.21	8,551	5,101	59.66	503,224	53,268	27.30	534	1.96	1.64	28,991	10.14	113,047	1,225,213	9.23	30
31	21.50	5,445	3,199	58.75	316,579	22,970	36.91	809	5.21	4.89	13,457	14.67	101,145	504,723	20.00	31
32	10.00	10,153	7,814	76.96	448,760	56,500	22.50	2,059	5.30	2.20	44,876	7.94	101,008	1,316,157	7.37	32
33	17.15	5,869	3,419	58.24	293,056	29,115	34.11	474	2.78	2.04	17,063	10.07	97,039	1,316,157	7.37	33
34	10.93	8,984	6,692	74.49	459,303	53,035	20.49	957	2.48	2.31	42,068	8.66	92,996	1,863,661	4.99	34
35	12.43	7,039	4,160	59.10	242,797	17,595	30.30	511	4.58	1.88	19,293	13.97	65,883	459,900	14.33	35
36	24.40	3,441	3,008	87.99	466,729	47,094	17.52	459	2.49	2.63	19,081	9.93	80,723	1,276,556	6.32	36
37	16.18	4,935	3,826	77.52	305,363	37,361	25.43	934	5.48	1.45	18,391	8.79	72,743	1,640,866	4.43	37
38	11.59	6,691	5,436	81.23	321,615	31,928	23.42	1,227	4.42	2.34	27,703	10.09	72,403	1,448,060	5.00	38
39	22.15	3,889	2,041	60.21	297,425	21,503	25.16	425	2.39	1.67	13,326	13.95	71,128	543,027	13.10	39
40	10.29	6,826	5,526	80.96	332,367	41,081	21.05	564	1.82	1.41	32,205	8.16	68,163	1,373,080	4.96	40
41	5.25	12,223	8,502	69.63	303,840	33,067	20.67	1,412	2.72	2.41	57,821	9.19	62,682	1,253,867	5.00	41
42	10.45	5,586	4,400	78.74	277,743	33,579	20.85	1,425	5.61	1.29	26,578	8.27	57,910	1,206,554	4.80	42
43	6.79	8,500	6,215	73.12	214,591	27,511	26.89	359	1.21	2.01	31,684	7.80	56,609	1,154,732	4.90	43
44	18.60	2,589	2,641	102.00	253,001	27,244	18.96	633	5.00	3.50	13,238	10.33	46,026	928,230	4.96	44
45	8.49	4,926	4,180	84.85	225,855	22,586	18.08	406	1.87	.86	26,586	10.01	40,544	848,982	4.77	45
46	9.50	3,869	2,838	73.35	325,945	73,526	11.20	437	1.34	1.19	34,271	4.44	36,392	802,483	4.53	46
47	8.10	4,443	2,383	53.64	143,751	9,768	25.01	407	2.59	.88	17,049	15.17	33,750	434,042	7.77	47
48	9.02	3,913	3,130	80.01	.....	.....	.....	436	.....	.....	.....	.....	32,175	.....	.....	48
49	6.56	4,934	3,064	62.11	150,057	14,876	21.44	391	1.96	1.15	22,849	10.09	32,091	659,707	4.86	49
50	12.00	2,643	1,891	71.52	59,662	6,583	51.90	379	9.53	1.47	2,918	10.00	6,667	52,172	12.78	50
51	7.25	4,195	3,747	89.34	79,488	7,790	37.93	951	9.40	3.26	10,579	10.33	27,223	640,359	4.25	51
52	2.71	10,569	9,357	88.52	142,580	24,735	19.95	650	1.28	1.27	52,612	5.76	28,441	575,077	4.95	52
53	3.28	8,499	5,533	65.11	96,612	14,942	28.72	840	3.00	3.00	29,455	6.47	27,744	560,340	4.95	53
54	3.96	6,972	5,858	84.02	154,612	13,043	17.84	1,245	3.31	2.05	39,462	11.86	27,511	550,228	5.00	54
55	4.95	5,496	4,176	75.99	202,978	23,210	13.40	169	.42	.....	41,013	8.75	27,118	542,355	5.00	55
56	8.50	3,147	2,181	69.31	96,222	8,903	27.17	349	3.38	.78	8,821	10.82	16,195	332,632	4.87	56
57	6.69	2,856	3,319	116.20	193,382	14,038	9.88	343	2.42	.39	28,757	13.70	18,925	418,944	4.52	57
58	1.55	10,051	6,485	64.52	43,305	7,429	35.86	947	3.50	4.00	27,939	5.83	15,278	305,672	5.00	58
59	7.50	2,028	1,511	74.49	24,240	1,616	62.76	377	12.23	3.82	2,959	15.14	11,687			

## RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914

corporations operating both within and without the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Berkshire Railway Company, and The Waverly, Sayre and Athens Traction Company.  
names in alphabetic order and their ranking on the basis of railroad operating revenues see page 209.

Corporation No.	Name of corporation	Revenue passenger service (concluded)				Revenue freight and express service								Corporation No.
		Number passengers (fares and transfers) <sup>2</sup>	Average earnings			Total number tons revenue freight carried	Average freight earnings per ton	Total number ton miles freight	Average freight earnings per ton-mile	Total number tons revenue freight carried	Average express earnings per ton	Total number ton miles express	Average express earnings per ton-mile	
			Per passenger	Per regular revenue passenger car-mile	Per regular revenue passenger car-hour									
			Cents	Cents	Dollars		Dollars		Cents		Dollars		Cents	
1	New York State Railways.....	169,665,936	4.39	30.80	2.83					45,424	3.63			1
2	International.....	176,091,493	3.72	30.72	2.77	245,196	.33	3,049,067	2.69	4,775	6.44	141,511	21.72	2
3	United Traction.....	61,036,332	4.09	26.35	2.15									3
4	Empire United Railways, Inc.....	9,430,709	13.59	32.50	5.12					24,947	3.06			4
5	Schenectady.....	24,750,825	5.27	34.70	3.41									5
6	Buffalo and Lake Erie Traction.....	22,523,095	5.08	24.71	2.35	14,364	3.22	394,559	11.72					6
7	Berkshire Street.....	19,534,703	4.68	25.71	3.00									7
8	Hudson Valley.....	7,706,856	7.90	30.46	3.72	24,683	.50							8
9	Yonkers.....	19,647,505	3.56	24.82	2.01									9
10	Fonda, Johnstown and Gloversville.....	6,695,788	8.94	36.19	3.53									10
11	Westchester Electric.....	12,765,961	3.70	19.33	1.65									11
12	Binghamton.....	10,972,685	4.25	23.88	2.08									12
13	Western New York and Pennsylvania Tr.....	6,999,389	5.77	27.18	2.82	54,242	.54			939	8.82			13
14	Auburn and Syracuse Electric.....	5,964,958	6.99	25.40	2.52					7,291	2.83			14
15	Buffalo, Lockport and Rochester.....	2,085,239	19.02	35.46	7.66	2,610	2.67							15
16	New York, Westchester and Boston.....	3,062,985	11.52	25.38	3.84	31,882	.41	472,276	2.76					16
17	New York and Stamford.....	8,384,224	4.35	31.03	3.01									17
18	Elmira Water, Light and Railroad.....	7,684,874	3.90	22.22	1.78									18
19	Jamestown Street.....	5,852,323	3.71	20.80	1.62	10	9.12	60	1.52	328	4.94	1,968	.82	19
20	Albany Southern.....	1,563,064	12.50	26.50	3.73	67,661	.80							20
21	Otsego and Herkimer.....	1,126,741	14.88	27.75	3.48	39,200	1.15							21
22	Westchester Street.....	5,887,919	4.20	22.41	2.18									22
23	Niagara Gorge.....	712,867	26.76	84.75	9.20									23
24	Poughkeepsie City and W. F. El.....	4,530,319	4.42	28.00	2.36									24
25	Orange County Traction.....	3,059,899	5.01	28.87	2.06	15,112	.85	118,704	10.86					25
26	Chautauqua Traction.....	1,009,558	16.03	27.99	4.00	5,740	2.43	189,420	7.37	1,344	4.26	44,352	12.92	26
27	Elmira, Corning and Waverly.....	807,916	18.27	32.45	5.59									27
28	Kingston Consolidated.....	3,139,074	4.87	27.28	2.24									28
29a	Ithaca Street <sup>3</sup> .....	2,133,327	4.47	26.56	1.76									29a
29b	Ithaca Traction Corporation <sup>4</sup> .....	802,754	4.54	31.71	2.28									29b
30	Syracuse and Suburban.....	1,225,213		24.05	2.51									30
31	Warren and Jamestown Street.....	515,210	19.63	34.72	5.13	6,677	2.00	73,447	18.18	501	4.00	10,521	19.04	31
32	Black River Traction.....			\$22.51	\$1.79									32
33	Geneva, Seneca Falls and Auburn <sup>5</sup> .....	1,346,956	7.22	33.17	3.34									33
34	Waverly, Sayre and Athens Traction.....	2,093,723	4.44	20.25	1.75									34
35	Syracuse and South Bay Electric.....	459,900	14.33	27.47	3.84									35
36	Buffalo Southern.....	1,497,327	5.39	17.33	1.72									36
37	Cortland County Traction.....	1,691,886	4.29	24.45	2.15	7,698	.36	38,490	7.34					37
38	Wallkill Transit.....	1,587,749	4.56	22.55	2.28	830	.55	4,044	11.23	971	2.38	8,986	25.70	38
39	Elmira and Seneca Lake Traction.....	543,027	13.10	24.09	3.36									39
40	Peekskill Lighting and Railroad.....	1,538,428	4.43	20.57	1.68		.23	3,560	21.20					40
41	Corning and Painted Post Street.....	1,344,507	4.49	20.63	1.90									41
42	Hornell Traction.....	1,267,483	4.57	20.85	1.72									42
43	Fishkill Electric.....	1,154,732	4.90	26.38	2.06									43
44	Huntington.....	928,230	4.96	18.69	1.93	3,458	.47	6,604	24.62					44
45	Buffalo and Williamsville Electric.....	850,116	4.76	17.96	1.80									45
46	Ogdensburg Street.....	869,533	4.17	11.17	.50									46
47	Troy and New England.....	434,042	7.77	24.44	3.71	522	1.82							47
48	New Paltz, Highland and Poughkeepsie T.....													48
49	Plattsburgh Traction.....	659,707	4.86	21.41	2.16									49
50	Eastern New York.....	52,172	12.78	19.04	1.90	85,853	.27	235,973	9.74	230	2.50	2,141	26.82	50
51	Rochester & Manitou <sup>7</sup> .....	640,359	4.25	35.50	3.67	854	2.79							51
52	Hudson River and Eastern Traction.....	666,800	4.27	19.95	1.15									52
53	Glen Cove.....	560,340	4.95	28.72	1.86									53
54	Port Jervis Traction.....	550,228	5.00	17.87	2.11									54
55	New York, Westchester and Conn. Tr.....	583,348	4.65	13.36	1.17									55
56	Penn Yan & Lake Shore <sup>8</sup> .....	332,632	4.87	21.60	2.34	13,052	.61	110,942	7.10					56
57	Buffalo and Depew.....	418,944	4.52	9.83	1.36									57
58	Nassau County.....	305,672	5.00	35.28	2.06									58
59	St. Lawrence Inter. Elec. R.R. & L.....	26,897	43.45	52.67	7.97	1,568	1.08	11,758	14.40	259	2.97	1,965	39.21	59
60	Catskill Traction.....	261,199	5.00	18.32										60
61	Syracuse, Watertown and St. Lawrence R.....	135,030	9.06	17.04	3.15									61
62	Putnam and Westchester Traction.....	277,190	4.15	16.21	1.41	2,461	.28							62
63	Suffolk Traction.....	234,819	4.99	19.08	1.67									63
64	Babylon.....	196,720	5.76	12.26	1.39									64
65	Northport Traction.....	195,197	5.00	28.22	1.23	1,991	.47	5,355	17.31					65
66	Paul Smith's El. Light and P. and R.R.....	6,885	47.50	24.48	3.30	3,724	.95	28,529	12.45	132	12.89	1,010	16.83	66
67	Adirondack Lakes' Traction <sup>9</sup> .....	73,323	10.49	25.38	1.68									67
68	Lima-Honeoye Light and Railroad.....	21,562	12.78	16.11	1.52									68

<sup>2</sup> On routes covering two or more zones, while generally one fare has been counted for each zone traversed, it seems evident that in some cases where through tickets are sold each ticket has been counted as a single passenger fare.  
<sup>3</sup> Operations cover period July 1, 1913, to March 31, 1914; see statement Organization, etc.

<sup>4</sup> Operations cover period April 1, 1914, to June 30, 1914; see statement Organization, etc.

<sup>5</sup> Estimated.

<sup>6</sup> Successor to Geneva and Auburn Railway Company; see statement Organization, etc.

<sup>7</sup> Respondent's railroad is regularly operated during a part of year only; during year ended June 30, 1914, operations were conducted during seven and one-half months.

<sup>8</sup> Formerly the Penn Yan, Keuka Park and Branchport Railway; see statement Organization, etc.

<sup>9</sup> Respondent's railroad is regularly operated during a part of year only; during year ended June 30, 1914, operations were conducted from July 1 to September 30, 1913; and from May 23, 1914, to close of year.



TABLE 212: EMPLOYEES AND THEIR SALARIES AND WAGES, OPERATING ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914

The figures given are for the street and interurban railroad operations of the corporation as a whole; they are not segregated according to state lines. The corporations operating both within and without the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Berkshire Street Railway Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.

Only those corporations are included which report details of railroad employees and their salaries and wages.

The corporations are named in the order of their average revenues from street and interurban railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 209.

Class of employees	Unit	December payroll		June payroll		Class of employees	Unit	December payroll		June payroll	
		Number of employees	Average rate of pay	Number of employees	Average rate of pay			Number of employees	Average rate of pay	Number of employees	Average rate of pay
1. New York State Railways, Utica-Syracuse lines:						1. New York State Railways, West of Syracuse (concluded)					
General office staff:						Car-houses and shops (concluded):					
General officers.....	day	4	10.99	4	11.46	Blacksmiths' helpers.....	hour	2	.221	4	.234
Other officers.....	day	23	5.65	23	6.01	Machinists.....	hour	10	.351	11	.314
Clerks and bookkeepers, men.....	day	62	1.98	53	2.10	Machinists' helpers.....	hour	9	.228	6	.238
Clerks and bookkeepers, women.....	day	37	1.36	36	1.41	Electrical helpers.....	hour	27	.254	20	.247
Stenographers and typists, men.....	day	7	2.16	7	2.24	Painters.....	hour	12	.304	13	.287
Stenographers and typists, women.....	day	5	1.71	4	2.00	Other shop employees.....	hour	23	.232	29	.219
Storekeepers.....	day	13	2.18	9	2.16	Other classes of employees:					
Transportation:						Ferry Windsor.....	week	1	30.00	.....	.....
Inspectors.....	day	14	2.95	12	3.02	Parks.....	hour	.....	.....	6	3.08
Telephone operators.....	day	13	1.32	13	1.34	General foremen.....	week	1	32.50	1	32.50
Depot masters.....	day	11	2.91	10	3.04	Line foremen.....	week	4	30.00	4	29.06
Ticket agents.....	day	4	1.32	6	1.61	Total all classes named.....					
Register takers.....	hour	2	.210	3	.204			2,460	.....	1,850	.....
Transfer clerks.....	day	3	.91	3	1.11	Total compensation during year.....					
Conductors.....	hour	460	.262	476	.262				\$1,707,079	.....	.....
Motormen.....	hour	456	.264	470	.264	2. International:					
Engineers, draftsmen, and clerks.....	day	14	2.27	12	2.45	General office staff:					
Switchmen, flagmen, and yardmen.....	hour	15	.250	12	.224	General officers.....	month	20	513.53	19	581.14
Road and track men.....	hour	294	.195	527	.174	Other officers.....	month	13	147.43	13	145.51
Hired teams.....	hour	18	.500	22	.503	Clerks and bookkeepers, men.....	month	37	62.79	36	66.53
Express laborers.....	hour	60	.200	62	.203	Clerks and bookkeepers, women.....	month	30	33.88	29	34.48
Power:						Stenographers and typists, men.....	month	9	59.84	9	65.86
Engineers.....	hour	3	.249	3	.252	Stenographers and typists, women.....	month	6	37.08	7	39.69
Firemen.....	hour	3	.240	4	.234	Messengers and others.....	month	22	64.57	22	64.97
Superintendent of power.....	day	1	3.22	1	3.66	Transportation:					
Dynamo and switchboard men.....	hour	17	.176	16	.203	Inspectors.....	day	26	3.07	26	3.19
Electricians.....	hour	6	.222	5	.267	Train clerks and dispatchers.....	day	12	2.21	10	2.12
Linemen and third-rail patrolmen.....	hour	72	.297	31	.335	Division superintendents.....	day	4	4.64	5	4.67
Other power plant employees.....	hour	2	.200	.....	Depot masters.....	day	35	2.68	36	2.77	
Car-houses and shops:						Ticket agents.....	day	2	1.90	6	1.61
Car cleaners.....	hour	54	.167	43	.172	Gatemen and platform men.....	day	7	2.02	10	2.19
Lamp cleaners.....	hour	2	.200	3	.190	Conductors.....	hour	647	.260	667	.260
Car stove firemen.....	hour	8	.169	.....	Motormen.....	hour	629	.276	643	.276	
Car repairmen.....	hour	21	.224	19	.226	Investigators.....	month	10	81.00	11	79.09
Other car-house employees.....	hour	13	.198	13	.207	Switchmen, flagmen, and yardmen.....	hour	14	.260	10	.260
Carpenters.....	hour	43	.259	19	.277	Road and track men.....	hour	237	.203	858	.202
Blacksmiths.....	hour	5	.286	5	.239	Station porters and watchmen.....	hour	15	.192	15	.197
Machinists.....	hour	8	.246	9	.198	Freight clerks.....	hour	10	.200	8	.200
Armature winders.....	hour	4	.215	6	.193	Hostlers, stablemen, etc.....	hour	2	.200	2	.200
Electrical repairmen.....	hour	56	.215	63	.220	Freight trainmen.....	hour	14	.273	15	.285
Shop clerks.....	day	7	1.72	6	1.92	Miscellaneous.....	hour	34	.270	39	.252
Painters and helpers.....	hour	12	.207	4	.235	Power:					
Shop foremen.....	hour	19	.285	18	.298	Engineers.....	hour	9	.418	9	.418
Other shop employees.....	hour	23	.191	12	.177	Oilers.....	hour	7	.210	7	.210
Total all classes named.....						Firemen.....	hour	6	.200	6	.200
Total compensation during year.....						Coal passers.....	hour	2	.200	3	.200
		1,894	.....	2,044	.....	Water tenders.....	hour	3	.303	3	.304
			\$1,508,691	.....	.....	Ashmen.....	hour	1	.200	1	.200
1. New York State Railways, West of Syracuse:						Boiler cleaners.....	hour	1	.225	1	.225
General office staff:						Dynamo and switchboard men.....	hour	24	.277	27	.279
General officers.....	week	5	121.25	5	114.17	Electricians.....	hour	3	.310	2	.310
Other officers.....	week	15	43.29	15	49.65	Linemen.....	hour	35	.268	45	.267
Clerks and bookkeepers, men.....	week	74	18.72	57	20.50	Other power plant employees.....	hour	5	.233	6	.233
Clerks and bookkeepers, women.....	week	30	11.07	27	11.46	Car-houses and shops:					
Stenographers and typists, men.....	week	3	15.42	2	16.25	Car cleaners.....	hour	60	.200	59	.200
Stenographers and typists, women.....	week	19	14.05	8	19.06	Car oilers.....	hour	12	.210	11	.210
Janitors and watchmen.....	hour	9	.212	8	.204	Other car-house employees.....	hour	105	.241	107	.238
Messengers and others.....	week	1	18.28	1	16.00	Carpenters.....	hour	76	.255	71	.255
Transportation:						Carpenters' helpers.....	hour	2	.220	2	.220
Inspectors.....	day	16	3.02	8	3.09	Blacksmiths.....	hour	7	.270	7	.270
Train clerks and dispatchers.....	week	10	25.50	13	23.85	Blacksmiths' helpers.....	hour	8	.220	8	.220
Starters.....	day	2	2.58	2	2.95	Machinists.....	hour	23	.289	23	.289
Telephone operators.....	week	3	10.67	1	11.00	Machinists' helpers.....	hour	12	.210	11	.210
Depot masters.....	day	2	2.83	2	2.80	Brass moulders.....	hour	2	.330	2	.330
Ticket and express agents.....	week	24	13.48	20	13.78	Electrical helpers.....	hour	26	.256	22	.256
Register takers.....	week	2	20.28	2	19.03	Tinners.....	hour	1	.320	1	.320
Conductors.....	hour	541	.257	517	.259	Painters.....	hour	27	.244	27	.244
Motormen.....	hour	511	.260	495	.262	Other shop employees.....	hour	81	.233	110	.234
Station masters.....	week	10	22.69	9	23.68	Total all classes named.....					
Switchmen, flagmen, and yardmen.....	hour	10	.150	8	.150			2,373	.....	3,067	.....
Road and track men.....	hour	686	.198	291	.209	Total compensation during year.....					
Station porters.....	week	1	12.50	1	12.50				\$2,415,260	.....	.....
Freight laborers.....	week	6	13.33	8	13.44	3. United Traction:					
Deputy sheriff.....	day	.....	.....	3	2.45	General office staff:					
Hostlers, stablemen, etc.....	hour	2	.180	.....	.....	General officers.....	week	8	55.57	8	57.49
Welfare rooms.....	week	5	13.00	6	13.50	Other officers.....	week	13	26.03	13	26.77
Stone cutter.....	Per M	1	4.00	.....	.....	Clerks and bookkeepers, men.....	week	20	17.01	20	16.21
Information clerk.....	week	2	11.25	.....	.....	Clerks and bookkeepers, women.....	week	8	10.41	8	10.55
Hired teams.....	hour	56	.501	.....	.....	Stenographers and typists, men.....	week	4	16.40	5	16.72
Power:						Stenographers and typists, women.....	week	3	11.66	2	14.00
Engineers.....	hour	2	.339	2	.350	Janitors and watchmen.....	week	2	14.00	2	14.00
Firemen.....	hour	1	.215	1	.215	Messengers and others.....	week	2	10.31	2	10.31
Coal passers.....	hour	2	.200	.....	.....	Transportation:					
Battery attendant.....	hour	1	.250	1	.200	Inspectors.....	week	22	20.00	24	20.00
Dynamo and switchboard men.....	hour	19	.333	20	.259	Starters.....	hour	2	.257	2	.257
Electricians.....	hour	6	.263	14	.219	Transfer agents.....	hour	4	.257	3	.257
Linemen.....	hour	82	.284	48	.264	Conductors.....	hour	473	.273	498	.272
Car-houses and shops:						Motormen.....	hour	431	.273	462	.272
Car cleaners.....	hour	52	.195	33	.191	Switchmen, flagmen, and yardmen.....	hour	48	.207	54	.207
Car oilers.....	hour	7	.216	5	.214	Road and track men.....	hour	96	.188	203	.177
Lamp trimmers.....	hour	1	.220	1	.200	Station porters and watchmen.....	hour	4	.184	5	.184
Other car-house employees.....	hour	104	.225	85	.238	Hostlers, stablemen, etc.....	hour	1	.184	1	.184
Carpenters.....	hour	37	.296	25	.307	Total all classes named.....					
Carpenters' helpers.....	hour	5	.231	3	.278						
Blacksmiths.....	hour	6	.294	4	.268						



TABLE 212: EMPLOYEES AND THEIR SALARIES AND WAGES, OPERATING ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

Class of employees	Unit	December payroll		June payroll		Class of employees	Unit	December payroll		June payroll	
		Number of employees	Average rate of pay	Number of employees	Average rate of pay			Number of employees	Average rate of pay	Number of employees	Average rate of pay
			Dollars		Dollars				Dollars		Dollars
3. United Traction (concluded):						5. Schenectady (concluded):					
Power:						Power (concluded):					
Engineers.....	hour	1	.333	2	.333	Linenen.....	hour	12	.310	10	.310
Oilers.....	hour	1	.205	3	.221	Other power plant employees.....	hour	1	.250	1	.250
Firemen.....	hour	1	.250	4	.250	Car-houses and shops:					
Coal passers.....	hour	1	.197	5	.190	Car cleaners.....	hour	21	.180	20	.180
Dynamo and switchboard men.....	hour	12	.282	13	.284	Car oilers.....	hour	2	.210	2	.210
Linenen.....	hour	26	.263	70	.290	Lamp trimmers.....	hour	3	.200	2	.200
Other power plant employees.....	hour	7	.198	4	.195	Car-house men.....	hour	28	.275	26	.275
Car-houses and shops:						Other car-house employees.....	hour	6	.200	6	.200
Car cleaners.....	hour	41	.184	39	.184	Carpenters.....	hour	11	.285	8	.285
Car oilers.....	hour	1	.235	.....	.....	Blacksmiths.....	hour	2	.285	2	.285
Car-house men.....	hour	90	.262	95	.258	Blacksmiths' helpers.....	hour	2	.200	2	.200
Other car-house employees.....	hour	12	.164	8	.164	Machinists.....	hour	4	.295	5	.295
Carpenters.....	hour	13	.289	13	.286	Electrical helpers.....	hour	15	.280	13	.280
Carpenters' helpers.....	hour	1	.243	1	.242	Painters.....	hour	4	.330	4	.330
Blacksmiths.....	hour	4	.302	6	.274	Other shop employees.....	hour	10	.220	8	.220
Blacksmiths' helpers.....	hour	1	.236	1	.235	Other classes of employees:					
Machinists.....	hour	9	.308	8	.299	Park employees.....	month	1	30.64	.....	.....
Machinists' helpers.....	hour	1	.266	1	.246	Draftsmen, etc.....	month	3	90.09	3	85.77
Electrical helpers.....	hour	7	.204	8	.205	Total all classes named.....		626	.....	675	.....
Painters.....	hour	10	.266	8	.270	Total compensation during year..		.....	\$545,019	.....	.....
Other classes of employees:						6. Buffalo and Lake Erie Traction:					
Division office clerks.....	hour	21	.248	21	.249	General office staff:					
Claim investigators.....	week	5	21.76	5	21.76	General officers.....	month	4	246.88	4	237.50
Total all classes named.....		1,406	.....	1,627	.....	Other officers.....	month	6	180.83	5	187.00
Total compensation during year...		.....	.....	.....	.....	Clerks and bookkeepers, men.....	month	15	60.99	15	65.66
4. Empire United Railways, Inc.:						Clerks and hookkeepers, women.....	month	11	24.34	12	27.31
General office staff:						Stenographers and typists, women.....	month	5	48.48	5	48.48
General officers.....	month	15	242.24	14	225.95	Janitors and watchmen.....	month	1	15.00	1	15.00
Clerks and hookkeepers, men.....	month	30	77.47	29	70.39	Transportation:					
Clerks and hookkeepers, women.....	month	5	70.43	5	53.25	Inspectors.....	month	6	90.00	6	90.00
Stenographers and typists, men.....	month	1	85.00	1	85.00	Train clerks and dispatchers.....	month	3	90.00	3	90.00
Stenographers and typists, women.....	month	4	85.25	3	76.03	Starters.....	month	1	71.77	1	62.29
Janitors and watchmen.....	month	2	51.57	1	46.75	Superintendents.....	month	6	129.44	6	129.44
Messengers and others.....	month	4	28.11	4	28.11	Conductors.....	hour	162	.266	172	.276
Transportation:						Motormen.....	hour	163	.282	167	.284
Inspectors.....	day	3	3.74	4	3.68	Road and track men.....	hour	62	.193	124	.179
Superintendents.....	month	3	158.33	5	138.22	Station agents and misc. clerks.....	month	18	57.35	19	56.87
Depot masters.....	day	1	3.72	1	3.72	Watchmen.....	month	2	4.66	2	5.00
Ticket agents.....	month	26	67.69	28	62.14	Freight handlers.....	month	6	62.19	7	61.57
Guards.....	hour	1	.177	2	.124	Flagmen.....	month	6	33.64	6	37.32
Conductors.....	hour	77	.289	106	.281	Janitor.....	month	1	55.00	1	55.00
Motormen.....	hour	77	.289	89	.285	Power:					
Express trainmen.....	hour	16	.288	20	.283	Engineers.....	month	3	111.59	3	108.04
Superintendence and solicitation.....	month	2	170.73	4	97.90	Oilers.....	hour	4	.202	4	.205
Road and track men.....	hour	120	.188	259	.188	Firemen.....	hour	7	.208	7	.208
Station porters and watchmen.....	hour	4	.185	5	.185	Sub-station operators.....	hour	15	.227	16	.235
Freight laborers.....	month	6	54.75	5	42.55	Linenen.....	hour	15	.308	20	.334
Superintendents ways and struct.....	month	5	106.05	6	128.88	Car-houses and shops:					
Miscellaneous.....	day	10	1.66	16	1.82	Car cleaners.....	hour	12	.183	14	.178
Power:						Car-house men.....	hour	34	.217	35	.215
Track honders.....	day	5	2.15	4	2.17	Carpenters.....	hour	8	.261	8	.255
Dynamo and switchboard men.....	day	22	2.28	23	2.12	Blacksmiths.....	hour	3	.261	3	.267
Electricians.....	hour	6	.296	6	.330	Blacksmiths' helpers.....	hour	1	.251	1	.250
Linenen.....	hour	15	.312	15	.315	Machinists.....	hour	5	.240	5	.231
Car-houses and shops:						Electricians and helpers.....	hour	6	.258	6	.261
Car cleaners.....	hour	16	.183	15	.181	Painters.....	hour	4	.247	3	.266
Car oilers.....	hour	3	.210	3	.218	Other classes of employees:					
Lamp trimmers.....	hour	2	.193	2	.199	Foremen.....	month	4	87.50	4	87.50
Car-house men.....	hour	18	.246	18	.249	Storekeepers.....	month	2	44.17	3	46.33
Other car-house employees.....	hour	4	.219	3	.218	Doctors, etc.....	month	2	52.50	1	30.00
Carpenters.....	hour	4	.285	3	.298	Total all classes named.....		603	.....	689	.....
Carpenters' helpers.....	hour	1	.243	1	.240	Total compensation during year..		.....	.....	.....	.....
Blacksmiths.....	hour	2	.288	2	.288	7. Berkshire Street:					
Blacksmiths' helpers.....	hour	2	.208	1	.225	General office staff:					
Machinists.....	hour	4	.310	4	.327	General officers.....	month	1	333.34	1	333.34
Machinists' helpers.....	hour	5	.178	5	.185	Other officers.....	month	1	166.67	1	166.66
Painters.....	hour	1	.210	1	.225	Clerks and bookkeepers, men.....	week	3	37.31	3	37.31
Other shop employees.....	day	15	1.02	12	1.09	Clerks and hookkeepers, women.....	month	1	125.00	1	125.00
Other classes of employees:						Clerks and bookkeepers, men.....	week	16	14.00	16	12.87
Equipment.....	month	2	1.74	2	1.71	Clerks and hookkeepers, women.....	day	1	1.33	.....	.....
Total all classes named.....		539	.....	727	.....	Stenographers and typists, men.....	week	3	10.66	3	10.66
Total compensation during year...		.....	\$485,274	.....	.....	Stenographers and typists, women.....	week	1	15.53	1	15.53
5. Schenectady:						Stenographers and typists, women.....	week	1	12.00	1	12.00
General office staff:						Janitors and watchmen.....	hour	1	.165	1	.165
General officers.....	month	3	226.39	3	256.94	Transportation:					
Other officers.....	month	8	166.83	9	163.89	Inspectors.....	week	3	20.33	3	20.33
Clerks and hookkeepers, men.....	week	18	20.19	17	20.03	Train clerks and dispatchers.....	week	6	19.73	6	19.91
Clerks and hookkeepers, women.....	week	11	7.68	11	7.83	Claim agents.....	month	1	75.00	1	75.00
Stenographers and typists, men.....	week	2	17.50	2	17.50	Conductors.....	hour	118	.251	116	.269
Stenographers and typists, women.....	week	3	12.28	2	13.78	Motormen.....	hour	114	.276	113	.273
Janitors and watchmen.....	week	5	11.61	5	11.90	Express car messengers.....	hour	2	.230	4	.223
Messengers and others.....	week	1	13.28	1	13.37	Switchmen, flagmen, and yardm.....	week	4	8.75	4	8.75
Transportation:						Road and track men.....	hour	74	.186	183	.181
Inspectors.....	month	6	102.21	7	100.34	Road masters.....	week	1	23.00	1	23.00
Starters.....	day	2	2.50	2	2.50	Other power plant employees.....	month	1	125.00	1	125.00
Station masters.....	week	4	23.70	4	23.66	Power:					
Ticket agents.....	week	3	17.00	3	17.00	Engineers.....	month	10	166.67	10	166.66
Conductors.....	hour	169	.260	166	.260	Oilers.....	week	10	28.00	10	21.00
Motormen.....	hour	163	.260	162	.260	Firemen.....	hour	6	.334	6	.397
Switchmen, flagmen, and yardmen.....	week	3	12.53	3	12.39	Coal passers.....	hour	8	.275	8	.272
Road and track men.....	hour	63	.185	121	.185	Water tenders.....	hour	10	.247	10	.272
Station porters and watchmen.....	week	1	15.00	1	14.85	Dynamo and switchboard men.....	hour	3	.192	3	.192
Hostlers, stahlemen, etc.....	week	3	16.80	3	17.01	Linemen.....	hour	3	.310	3	.310
Telephone operators.....	week	3	10.91	3	11.32	Dynamo and switchboard men.....	hour	13	.238	11	.212
Express employees.....	hour	5	.285	5	.285	Other power plant employees.....	month	29	125.00	25	125.00
Miscellaneous.....	hour	10	.200	3	.200	Linenen.....	hour	29	.276	25	.274
Power:						Other power plant employees.....	hour	9	.214	7	.226
Dynamo and switchboard men.....	hour	12	.317	12	.317						
Electricians.....	hour	3	.375	3	.375						



TABLE 212: EMPLOYEES AND THEIR SALARIES AND WAGES, OPERATING ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

Class of employees	Unit	December payroll		June payroll		Class of employees	Unit	December payroll		June payroll	
		Number of employees	Average rate of pay	Number of employees	Average rate of pay			Number of employees	Average rate of pay	Number of employees	Average rate of pay
			Dollars		Dollars				Dollars		Dollars
7. Berkshire Street (concluded):						11. Westchester Electric: <sup>1</sup>					
Car-houses and shops:						General office staff:					
Car cleaners.....	hour	7	.195	7	.181	General officers.....	month	.....	.....	1	833.33
Car oilers.....	hour	4	.200	3	.202	Other officers.....	month	.....	.....	1	158.33
Car-house men.....	hour	34	.216	39	.218	Clerks and bookkeepers, men.....	day	.....	.....	2	3.02
Carpenters.....	hour	6	.245	5	.244	Clerks and bookkeepers, women.....	day	.....	.....	2	1.66
Carpenters' helpers.....	hour	2	.175	4	.175	Claim department.....	month	.....	.....	1	80.00
Blacksmiths.....	hour	4	.299	4	.301	Stenographers and typists, women.....	day	.....	.....	1	1.60
Blacksmiths' helpers.....	hour	2	.234	1	.248	Janitors and watchmen.....	day	.....	.....	3	1.40
Machinists.....	month	4	{ 150.00 }	5	{ 150.00 }	Messengers and others.....	day	.....	.....	.....	1.02
Machinists' helpers.....	hour	1	.175	1	.175	Transportation:					
Painters.....	hour	3	.250	3	.251	Inspectors.....	day	.....	.....	4	3.00
Other shop employees.....	hour	38	.269	34	.238	Starters.....	day	.....	.....	4	3.00
Other classes of employees:						Conductors.....	hour	.....	.....	84	.262
Teamsters.....	hour	3	.196	2	.182	Motormen.....	hour	.....	.....	86	.267
Park employees.....	hour	.....	.....	1	12.00	Switchmen, flagmen, and yardmen.....	day	.....	.....	2	2.03
Office cleaner.....	hour	1	.100	.....	.200	Road and track men.....	day	.....	.....	21	1.78
Total all classes named.....		550	.....	650	.....	Watchmen.....	day	.....	.....	.....	1.98
Total compensation during year.....		.....	\$481,713	.....	.....	Power:					
8. Hudson Valley:						Electrical engineers.....	year	.....	.....	1	450.00
General office staff:						Oilers.....	day	.....	.....	3	2.00
General officers.....	month	4	178.75	4	178.75	Dynamo and switchboard men.....	day	.....	.....	3	2.78
Other officers.....	week	13	24.31	13	24.46	Other power plant employees.....	day	.....	.....	6	2.39
Clerks and bookkeepers, men.....	hour	8	.209	8	.210	Car-houses and shops:					
Clerks and bookkeepers, women.....	hour	1	.129	1	.133	Car cleaners.....	day	.....	.....	6	1.60
Stenographers and typists, men.....	hour	1	.162	1	.166	Car oilers.....	day	.....	.....	1	2.00
Stenographers and typists, women.....	hour	3	.144	3	.147	Car-house men.....	day	.....	.....	7	1.98
Messengers and others.....	hour	.....	.....	4	.249	Other car-house employees.....	day	.....	.....	5	2.29
Transportation:						Carpenters.....	day	.....	.....	1	2.97
Inspectors.....	hour	4	.266	5	.264	Carpenters' helpers.....	day	.....	.....	.....	1.77
Train clerks and dispatchers.....	hour	6	.355	7	.357	Blacksmiths.....	day	.....	.....	1	2.50
Ticket agents.....	hour	1	.264	1	.213	Blacksmiths' helpers.....	day	.....	.....	1	2.00
Conductors.....	hour	72	.270	77	.270	Electrical helpers.....	day	.....	.....	.....	2.77
Motormen.....	hour	72	.274	74	.270	Total all classes named.....		.....	.....	247	.....
Switchmen, flagmen, and yardmen.....	hour	2	.204	1	.204	Total compensation during year .....		.....	\$232,330	.....	.....
Road and track men.....	hour	40	.194	43	.182	12. Binghamton:					
Station porters and watchmen.....	hour	3	.165	3	.165	General office staff:					
Power:						General officers.....	month	4	181.25	4	187.50
Engineers.....	hour	7	.310	7	.315	Other officers.....	month	6	93.33	5	101.00
Oilers.....	hour	2	.235	2	.235	Clerks and bookkeepers, men.....	month	7	44.05	7	44.71
Firemen.....	hour	10	.220	11	.220	Stenographers and typists, women.....	month	2	52.50	2	60.00
Coal passers.....	hour	8	.190	9	.256	Transportation:					
Water tenders.....	hour	1	.240	1	.240	Inspectors.....	month	5	70.50	5	68.50
Dynamo and switchboard men.....	hour	16	.205	16	.209	Starters.....	month	1	75.00	1	75.00
Electricians.....	hour	1	.275	1	.276	Conductors.....	hour	92	.202	90	.206
Linemen.....	hour	21	.223	20	.212	Motormen.....	hour	90	.209	90	.215
Other power plant employees.....	hour	10	.210	10	.210	Switchmen, flagmen, and yardmen.....	month	2	45.00	2	45.00
Car-houses and shops:						Road and track men.....	hour	65	.160	111	.160
Car cleaners.....	hour	1	.210	2	.210	Hostlers, stablemen, etc.....	month	7	54.29	6	55.00
Car-house men.....	hour	36	.218	38	.222	Teamsters.....	hour	1	.160	1	.150
Other car-house employees.....	hour	2	.275	2	.280	Chauffeur.....	month	2	47.50	2	47.50
Carpenters.....	hour	2	.275	2	.294	Team.....	month	1	65.00	1	65.00
Blacksmiths.....	hour	3	.282	3	.300	Helper.....	hour	1	.450	4	.450
Blacksmiths' helpers.....	hour	3	.309	3	.347	.....	hour	1	.150	1	.150
Painters.....	hour	1	.250	1	.250	Power:					
Total all classes named.....		354	.....	373	.....	Engineers.....	month	2	65.00	2	65.00
Total compensation during year.....		.....	.....	.....	.....	Firemen.....	month	7	57.86	7	57.86
9. Yonkers: <sup>1</sup>						Coal passers.....	month	2	55.00	2	55.00
General office staff:						Ashmen.....	month	1	55.00	1	55.00
General officers.....	month	.....	.....	2	781.25	Boiler cleaners.....	hour	1	.175	1	.175
Other officers.....	month	.....	.....	2	122.38	Dynamo and switchboard men.....	month	4	60.00	4	60.00
Clerks and bookkeepers, men.....	day	.....	.....	6	3.41	Linemen.....	hour	8	.183	12	.175
Clerks and bookkeepers, women.....	day	.....	.....	3	74.39	Other power plant employees.....	month	1	85.00	1	85.00
Claim department.....	month	.....	.....	1	.64	General.....	hour	2	.180	1	.187
Messengers and others.....	day	.....	.....	.....	.....	Car-houses and shops:					
Transportation:						Car cleaners.....	hour	10	.164	10	.167
Inspectors.....	day	.....	.....	5	3.00	Lamp trimmers.....	month	1	50.00	.....	.....
Starters.....	day	.....	.....	4	3.00	Car-house men.....	hour	.....	.....	1	.175
Conductors.....	hour	.....	.....	102	.261	Car-house men.....	month	17	51.94	17	51.94
Motormen.....	hour	.....	.....	103	.266	Carpenters.....	month	3	56.67	2	60.00
Other transportation employees.....	day	.....	.....	6	2.09	Blacksmiths.....	month	1	50.00	1	55.00
Road and track men.....	day	.....	.....	9	1.94	Machinists.....	month	1	50.00	1	50.00
Hostlers, stablemen, etc.....	day	.....	.....	2	2.30	Painters.....	month	3	56.67	3	56.67
Power:						Other shop employees.....	hour	1	.200	1	.210
Electrical engineers.....	year	.....	.....	1	600.00	Other classes of employees:					
Oilers.....	day	.....	.....	2	2.00	Endicott light men.....	month	5	44.00	6	44.67
Dynamo and switchboard men.....	day	.....	.....	3	2.86	Total all classes named.....		356	.....	405	.....
Other power plant employees.....	day	.....	.....	1	1.90	Total compensation during year .....		.....	\$201,470	.....	.....
Car-houses and shops:						13. Western New York and Pennsylvania Traction:					
Car cleaners.....	day	.....	.....	5	1.75	General office staff:					
Car-house men.....	day	.....	.....	.....	1.75	General officers.....	month	3	255.56	3	325.00
Other car-house employees.....	day	.....	.....	16	2.32	Other officers.....	month	2	125.00	2	125.00
Carpenters.....	day	.....	.....	3	2.58	Clerks and bookkeepers, men.....	month	5	70.00	5	70.00
Blacksmiths.....	day	.....	.....	1	2.70	Clerks and bookkeepers, women.....	month	1	50.00	1	50.00
Blacksmiths' helpers.....	day	.....	.....	.....	1.94	Stenographers and typists, women.....	month	1	40.00	1	50.00
Electrical helpers.....	day	.....	.....	2	2.92	Janitors and watchmen.....	hour	3	.150	3	.150
Painters.....	day	.....	.....	1	2.41	Transportation:					
Total all classes named.....		.....	.....	280	.....	Superintendents.....	month	3	89.45	4	82.09
Total compensation during year.....		.....	\$292,828	.....	.....	Depot masters.....	month	1	55.00	1	55.00
<sup>1</sup> Number of employees given as of June 30, 1914; average rate of pay is based on records for entire year rather than on June payroll.						Ticket agents.....	month	11	32.50	11	32.50
						Mail carriers.....	month	2	20.00	2	22.50
						Conductors.....	hour	49	.204	64	.200
						Motormen.....	hour	54	.205	62	.204
						Switchmen, flagmen, and yardmen.....	month	2	20.00	2	20.00

<sup>1</sup> Number of employees given as of June 30, 1914; average rate of pay is based on records for entire year rather than on June payroll.

TABLE 212: EMPLOYEES AND THEIR SALARIES AND WAGES, OPERATING ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

Class of employees	Unit	December payroll		June payroll		Class of employees	Unit	December payroll		June payroll	
		Number of employees	Average rate of pay	Number of employees	Average rate of pay			Number of employees	Average rate of pay	Number of employees	Average rate of pay
13. Western New York and Pennsylvania Traction (concluded):						16. New York, Westchester and Boston:					
Transportation (concluded):						General office staff:					
Road and track men.....	hour	36	.190	101	.160	General officers.....	month	6	491.67	6	491.67
Freight laborers.....	month	6	72.52	9	78.25	Other officers.....	month	3	166.67	3	166.67
Baggagemen.....	month	3	46.00	3	45.04	Clerks and bookkeepers, men.....	month	8	83.75	9	81.66
Power:						Stenographers and typists, men.....	month	3	56.67	3	58.33
Engineers.....	month	4	82.50	4	82.50	Messengers and others.....	month	4	98.75	3	90.00
Oilers.....	month	2	55.00	2	55.00	Transportation:					
Dynamo and switchboard men.....	month	5	53.15	5	57.82	Train clerks and dispatchers.....	month	4	120.00	4	131.92
Electricians.....	month	1	80.00	1	80.00	Superintendent.....	month	1	250.00	1	250.00
Linemen.....	month	3	70.00	5	70.80	Trainmaster.....	month	1	175.00	.....	2.14
Other power plant employees.....	month	2	55.00	2	55.00	Ticket agents.....	day	51	2.14	52	2.14
Car-houses and shops:						Office clerks, men.....	month	2	90.00	2	84.34
Car cleaners.....	month	2	52.35	2	50.78	Gate men and platform men.....	day	3	2.00	3	2.00
Car-house men.....	month	13	59.62	13	61.42	Watchmen.....	day	1	2.08	1	2.08
Other car-house employees.....						Freight agents.....	month	1	75.00	1	75.00
Carpenters.....	hour	3	.280	3	.280	Conductors.....	day	29	2.50	23	2.50
Blacksmiths.....	hour	1	.225	1	.225	Motormen.....	day	26	3.60	25	3.62
Painters.....	hour	3	.257	3	.258	Station porters.....	day	6	1.62	6	1.57
Other classes of employees:						Towermen.....	day	9	2.60	9	2.60
Park employees.....	hour	.....	.....	32	.124	Telephone boys.....	day	1	1.50	1	1.50
Reserve for fuel.....	hour	6	.260	8	.239	Load dispatchers.....	day	3	2.75	3	2.75
Total all classes named.....		227	.....	355	.....	Maintenance of way and struc.:					
Total compensation during year.....			\$161,126	.....	.....	Engineer of maintenance.....	month	1	225.00	1	225.00
14. Auburn and Syracuse Electric:						Road and track men.....	day	36	1.75	44	1.75
General office staff:						Plumbers.....	month	1	80.00	1	80.00
General officers.....	month	13	112.88	13	114.42	Section foremen.....	month	4	81.00	3	82.00
Clerks and bookkeepers, men.....	month	16	57.05	17	81.53	Telephone inspectors.....	month	2	100.00	2	100.00
Clerks and bookkeepers, women.....	month	3	56.24	2	52.50	Carpenters.....	day	3	3.13	2	3.14
Stenographers and typists, men.....	month	1	85.00	1	85.00	Clerks, men.....	month	1	110.00	1	110.00
Stenographers and typists, women.....	month	5	62.02	4	71.25	Stenographers, women.....	month	1	70.00	1	70.00
Messengers and others.....	month	5	38.83	5	38.83	Draftsmen.....	month	1	110.00	1	110.00
Transportation:						Roadmasters.....	month	1	150.00	1	150.00
Inspectors.....	month	2	95.86	3	112.18	Signal foremen.....	month	1	125.00	1	125.00
Ticket agents.....	month	4	67.50	4	67.50	Signal maintainers.....	day	9	2.75	9	2.75
Conductors.....	hour	60	.265	64	.265	Signal sub-station maintainers.....	month	1	110.00	1	110.00
Motormen.....	hour	60	.265	64	.265	Electric line:					
Miscellaneous car service employees.....	month	2	112.00	1	125.00	Foremen.....	day	3	3.67	2	3.72
Freight trainmen.....	hour	3	.325	4	.325	Linemen.....	day	7	3.39	8	3.39
Road and track men.....	hour	23	.170	57	.170	Helpers.....	day	1	2.00	.....	60.00
Freight porters and watchmen.....	month	1	53.10	1	50.00	General foremen.....	month	1	125.00	1	125.00
Freight employees.....	month	7	74.43	5	54.23	Equipment:					
Hostlers, stablemen, etc.....	month	1	45.00	1	51.25	Superintendent.....	month	1	200.00	1	200.00
Superintendents ways and struc.....	month	11	77.60	11	77.60	Clerks, men.....	month	1	90.00	1	90.00
Superintendence and solicitation.....	month	2	125.00	3	120.24	Foremen.....	month	1	115.00	1	115.00
Power:						Car-houses and shops:					
Dynamo and switchboard men.....	day	4	2.25	4	2.25	Car cleaners.....	day	4	1.71	4	1.70
Electricians.....	month	1	135.00	1	135.00	Inspectors.....	day	6	2.77	6	2.75
Linemen.....	hour	10	.267	8	.278	Pipe fitters.....	day	1	2.75	1	2.75
Car-houses and shops:						Blacksmiths.....	day	1	3.47	1	3.50
Car cleaners.....	hour	5	.164	5	.164	Machinists.....	day	5	2.54	5	2.55
Car oilers.....	hour	1	.225	1	.225	Wiremen.....	day	2	2.79	2	2.76
Lamp trimmers.....	hour	1	.150	1	.150	Truckmen.....	day	7	2.54	6	2.54
Car-house men.....	hour	10	.196	11	.196	Air-brakemen.....	day	1	2.98	1	3.00
Other car-house employees.....	month	2	80.00	1	75.00	Painters.....	day	1	3.50	1	3.50
Carpenters.....	hour	1	.375	1	.375	Stores:					
Blacksmiths.....	hour	1	.225	1	.225	Storekeeper.....	month	1	100.00	1	100.00
Machinists.....	hour	6	.278	4	.278	Clerks, men.....	month	1	55.00	1	55.00
Superintendents of equipment.....	month	2	140.00	3	195.95	Storetenders.....	hour	2	.200	2	.199
Electrical helpers.....	hour	1	.225	2	.213	Watchmen.....	day	1	2.00	1	2.00
Other classes of employees:						Traffic:					
Park employees.....	hour	.....	.....	14	.199	General pass. and freight agent.....	month	1	300.00	1	300.00
Total all classes named.....		264	.....	317	.....	Traveling freight agents.....	month	1	85.00	1	85.00
Total compensation during year.....			\$198,780	.....	.....	Clerks, men.....	month	1	80.00	1	80.00
15. Buffalo, Lockport and Rochester:						Stenographers, men.....	month	1	75.00	1	75.00
General office staff:						Messengers and others.....	month	1	45.65	1	45.65
General officers.....	month	13	114.68	13	114.68	Construction:					
Clerks and bookkeepers, men.....	month	13	72.54	14	74.59	Chief engineer.....	month	1	416.63	1	416.67
Clerks and bookkeepers, women.....	month	7	56.27	5	53.25	Assistant engineers.....	month	2	200.00	1	200.00
Stenographers and typists, men.....	month	1	85.00	1	82.61	Stenographers, men.....	month	1	60.00	1	15.00
Messengers and others.....	month	3	34.83	2	17.71	Inspectors.....	month	4	96.25	1	90.00
Transportation:						Rodman.....	month	1	50.00	.....	.....
Train clerks and dispatchers.....	day	4	3.10	4	3.21	Total all classes named.....		286	.....	279	.....
Ticket agents.....	day	20	1.47	21	1.61	Total compensation during year.....			\$48,856	.....	.....
Conductors.....	hour	24	.298	22	.301	17. New York and Stamford:					
Motormen.....	hour	22	.297	23	.301	General office staff:					
Switchmen, flagmen, and yardmen.....	hour	1	.300	2	.230	General officers.....	month	1	291.66	1	291.66
Road and track men.....	hour	35	.186	49	.185	Other officers.....	week	1	30.75	1	30.75
Power:						Clerks and bookkeepers, men.....	week	5	14.10	7	13.07
Linemen.....	hour	4	.262	12	.213	Stenographers and typists, women.....	week	1	15.00	1	15.00
Other power plant employees.....	hour	11	.185	11	.191	Transportation:					
Car-houses and shops:						Inspectors.....	week	2	22.00	2	22.00
Car cleaners.....	hour	7	.190	7	.188	Train clerks and dispatchers.....	week	2	22.00	2	22.00
Car-house men.....	hour	6	.247	7	.253	Claim agent.....	week	1	18.00	1	21.00
Other car-house employees.....	month	2	72.50	2	72.50	Conductors.....	hour	40	.248	51	.257
Carpenters.....	hour	1	.325	2	.300	Motormen.....	hour	43	.257	52	.264
Blacksmiths.....	hour	1	.275	1	.275	Pole tenders.....	hour	1	.100	4	.100
Machinists.....	hour	2	.313	2	.313	Road and track men.....	hour	28	.206	35	.194
Electrical helpers.....	hour	1	.325	1	.300	Power:					
Painters.....	hour	2	.271	3	.260	Dynamo and switchboard men.....	week	5	15.90	5	15.90
Other shop employees.....	hour	3	.206	2	.207	Linemen.....	hour	12	.300	9	.293
Total all classes named.....		183	.....	206	.....	Car-houses and shops:					
Total compensation during year.....			\$149,716	.....	.....	Car cleaners.....	hour	2	.192	2	.192
16. New York, Westchester and Boston:						Car-house men.....	hour	14	.223	13	.227
General office staff:						Other car-house employees.....	hour	1	.175	1	.175
General officers.....	month	6	491.67	6	491.67	Carpenters.....	hour	1	.300	1	.300
Other officers.....	month	3	166.67	3	166.67	Carpenters' helpers.....	hour	1	.275	1	.275
Clerks and bookkeepers, men.....	month	8	83.75	9	81.66	Blacksmiths.....	hour	1	.275	1	.275
Stenographers and typists, men.....	month	3	56.67	3	58.33						
Messengers and others.....	month	4	98.75	3	90.00						



TABLE 212: EMPLOYEES AND THEIR SALARIES AND WAGES, OPERATING ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

Class of employees	Unit	December payroll		June payroll		Class of employees	Unit	December payroll		June payroll				
		Number of employees	Average rate of pay	Number of employees	Average rate of pay			Number of employees	Average rate of pay	Number of employees	Average rate of pay			
			Dollars		Dollars				Dollars		Dollars			
17. New York and Stamford (concluded)						20. Albany Southern (concluded):								
Car-houses and shops (concluded)						Car-houses and shops:								
Blacksmiths' helpers	hour	1	.225	1	.225	Car-house men	hour	12	.188	13	.206			
Painters	hour	7	.221	5	.240	Carpenters	hour	2	.261	2	.276			
Other shop employees	hour	3	.224	2	.271	Blacksmiths	hour	1	.270	1	.300			
						Machinists	hour	1	.229	1	.230			
Total all classes named		173		198		Brass moulders	hour	2	.300	2	.300			
Total compensation during year			\$153,139			Other shop employees	hour	4	.315	5	.282			
						Total all classes named		158		218				
						Total compensation during year			\$198,861					
18. Elmira Water, Light and Railroad:						21. Otsego and Herkimer:								
General office staff:						General office staff:								
General officers	month	4	63.13	4	63.13	General officers	month	3	199.77	2	229.16			
Other officers	month	6	56.03	5	63.24	Other officers	month	5	110.00	5	113.00			
Clerks and bookkeepers, men	month	19	19.11	4	14.79	Clerks and bookkeepers, men	month	5	78.20	5	78.20			
Clerks and bookkeepers, women						month	2	77.50	2	77.50				
Stenographers and typists, men						month	1	60.00	1	60.00				
Stenographers and typists, women						month	1	55.00	1	46.63				
Janitors and watchmen	week	1	13.75	1	13.75	Janitors and watchmen	month	1	55.00	1	46.63			
Transportation:						Transportation:								
Inspectors	hour	1	.250	2	.250	Train clerks and dispatchers	month	4	83.00	4	83.00			
Starters	hour	1	.230	3	.223	Inspectors	month	1		1	75.00			
Conductors	hour	54	.204	82	.201	Depot masters and ticket agents	month	23	47.37	25	46.52			
Motormen	hour	59	.214	77	.210	Conductors	hour	23	.250	30	.250			
Switchmen, flagmen, and yardmen	hour	4	.195	4	.204	Motormen	hour	23	.250	29	.250			
Road and track men	hour	48	.200	111	.192	Road and track men	hour	38	.177	32	.180			
Power:						Power:								
Electricians	hour	1	.250	1	.250	Engineers	month	2	89.00	2	89.00			
Car-houses and shops:						Firemen								
Car cleaners	hour	4	.161	7	.158	Firemen	month	3	66.73	4	72.80			
Car-house men	hour	8	.219	8	.217	Coal passers	month	2	68.25	2	63.70			
Other car-house employees	month	1	100.00	1	100.00	Ashmen	month	1		1	63.70			
Carpenters	hour	4	.262	8	.285	Dynamo and switchboard men	month	4	67.15	4	67.15			
Carpenters' helpers	hour	1		1	.200	Linemen	month	4	60.00	5	69.00			
Blacksmiths	hour	1	.300	1	.300	Other power plant employees	month	3	59.66	3	52.00			
Blacksmiths' helpers	hour	2	.194	1	.175	Car-houses and shops:								
Machinists	hour	1	.240	2	.240	Car cleaners	month	2	35.10	3	.108			
Machinists' helpers	hour	1		1	.200	Car oilers	hour	2	.200	2	.189			
Painters	hour	1	.300	1	.300	Carpenters	hour	1	.275	2	.264			
Other shop employees	hour	1		5	.194	Blacksmiths	hour	1	.250	1	.250			
Total all classes named		220		330		Machinists	hour	1	.300	1	.300			
Total compensation during year						Electrical helpers	month	1	90.00	1	90.00			
						Painters	hour	1		1	.275			
						Other shop employees	hour	7	.210	6	.216			
						Total all classes named		161		175				
						Total compensation during year			\$121,640					
19. Jamestown Street:						22. Westchester Street:								
General office staff:						General office staff:								
General officers	month	4	200.00	4	200.00	General officers	month	1	166.66	1	166.66			
Other officers	month	1	100.00	1	100.00	Clerks and bookkeepers, men	week	1	21.00	1	21.00			
Clerks and bookkeepers, women	month	3	38.33	4	38.75	Clerks and bookkeepers, women	week	2	12.50	2	12.50			
Stenographers and typists, women	month	1	40.00	1	40.00	Janitors and watchmen	week	2	6.75	2	6.75			
Transportation:						Transportation:								
Inspectors	month	3	71.67	3	66.67	Inspectors	week	2	20.50	2	20.50			
Starters	month	1	85.00	1	85.00	Starters	week	2	19.25	2	19.25			
Register takers	month	1	80.00	1	80.00	Claim agent	month	1	125.00	1	125.00			
Conductors	hour	58	.208	76	.202	Conductors	hour	37	.239	46	.237			
Motormen	hour	61	.206	73	.205	Motormen	hour	39	.256	46	.263			
Road and track men	hour	40	.180	152	.180	Roadmaster	week	1	21.00	1	21.00			
Power:						Switchmen, flagmen, and yardmen	day	9	1.87	27	2.24			
Engineers	day	5	2.84	5	3.06	Power:								
Firemen	day	5	1.95	6	1.96	Oilers	week	2	15.00	2	15.00			
Coal passers	day	4	1.97	4	1.96	Dynamo and switchboard men	week	3	16.50	3	16.50			
Ashmen	day	3	2.00	3	2.00	Linemen	week	3	25.00	10	25.00			
Boiler cleaners	day	2	1.95	2	1.99	{ day } { 2.75 }								
Electricians	day	2	2.06	5	2.08	Car-houses and shops:								
Linemen	day	8	2.35	7	2.34	Car cleaners	week	3	12.25	4	13.44			
Other power plant employees	day	3	1.94	4	1.98	Other car-house employees	week	6	15.80	5	18.70			
Car-houses and shops:						Carpenters	week	1	19.68	1	19.68			
Car cleaners	day	1	1.75	1	1.75	Blacksmiths	week	1	12.00	1	12.00			
Car-house men	day	4	2.42	4	2.45	Other classes of employees:								
Other car-house employees	day	1	1.75	1	1.75	Teamsters	week	1	15.75	1	15.75			
Carpenters	day	2	2.04	3	2.06	Total all classes named		117		158				
Blacksmiths	day	1	2.25	1	2.25	Total compensation during year			\$109,289					
Machinists	day	2	2.19	2	2.19									
Machinists' helpers	day	1	1.75	1	1.75									
Electrical helpers	day	3	2.40	3	2.40	23. Niagara Gorge:								
Other shop employees	day	3	2.13	3	2.12	General office staff:								
Total all classes named		223		371		General officers	month	4	150.00	4	177.50			
Total compensation during year			\$121,682			Other officers	month	3	135.00	3	141.66			
						Clerks and bookkeepers, women	month	2	42.50	4	81.89			
20. Albany Southern:						Stenographers and typists, men	month	1	90.00	1	100.00			
General office staff:						Stenographers and typists, women	month	2	57.50	2	120.00			
General officers	day	6	7.75	5	8.00	Janitors and watchmen	month	1	55.00	1	50.00			
Other officers						month	1	20.00	1	20.00				
Clerks and bookkeepers, men						day	11	2.30	9	2.75	Transportation:			
Clerks and bookkeepers, women						day	5	1.18	6	1.19	Inspectors	hour	2	
Stenographers and typists, men	day	2	2.61	2	2.89	Starters	month	1		1	75.00			
Transportation:						Ticket agents	hour	4	.199	5	.267			
Inspectors	hour	8	.197	4	.209	Conductors	hour	5	.270	23	.243			
Train clerks and dispatchers	day	3	2.90	3	3.56	Motormen	hour	5	.263	18	.240			
Ticket agents	day	13	1.66	16	1.80	Freight, express, and other trainmen	hour	3	.203	4	.217			
Conductors	hour	23	.263	19	.266	Superintendent of transportation	month	1	100.00	1	100.00			
Motormen	hour	24	.271	20	.266	Road and track men	hour	17	.216	23	.208			
Trainmen	hour	18	.272	11	.266									
Road and track men	hour	18	.182	69	.179									
Station porters and watchmen	day	2	.261	2	.266									
Freight laborers	day	2	1.83	3	1.71									
Park employees	hour	1	.042											
	day			25	2.50									

TABLE 212: EMPLOYEES AND THEIR SALARIES AND WAGES, OPERATING ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

Class of employees	Unit	December payroll		June payroll		Class of employees	Unit	December payroll		June payroll	
		Number of employees	Average rate of pay	Number of employees	Average rate of pay			Number of employees	Average rate of pay		
										Dollars	Dollars
23. Niagara Gorge (concluded):						26. Chautauqua Traction (concluded):					
Power:						Car-houses and shops (concluded):					
Linemen.....	hour	5	.228	3	.222	Electrical helpers.....	day	1	2.10	2	2.10
Other power plant employees.....	hour	2	.235	2	.....	Painters.....	day	7	2.00	7	1.97
Car-houses and shops:						Total all classes named.....					
Car-house men.....	hour	1	.300	1	.300	.....	.....	155	.....	145	.....
Other car-house employees.....	hour	4	.207	4	.225	Total compensation during year.....					
Carpenters.....	hour	1	.281	1	.300	.....	.....	\$80,079	.....	.....	.....
Painters.....	hour	1	.350	1	.350						
Total all classes named.....		63	.....	105	.....						
Total compensation during year.....			\$68,854	.....	.....						
24. Poughkeepsie City and Wappingers Falls Electric:						27. Elmira, Corning and Waverly:					
General office staff:						General office staff:					
General officers.....	week	2	96.16	2	100.96	General officers.....	month	1	333.33	1	333.33
Other officers.....	week	2	29.80	2	35.58	Other officers.....	month	1	110.00	1	110.00
Clerks and bookkeepers, men.....	week	2	12.50	2	14.75	Clerks and bookkeepers, men.....	month	2	62.50	2	62.50
Stenographers and typists, women.....	week	1	10.00	1	10.00	Clerks and bookkeepers, women.....	month	1	30.00	1	30.00
Transportation:						Stenographers and typists, women.....	month	1	9.00	1	9.00
Inspectors.....	week	1	17.50	2	16.55	Transportation:					
Conductors.....	day	27	1.71	33	.214	Advertising agent.....	month	1	25.00	1	25.00
Motormen.....	hour	24	1.76	34	.219	Conductors.....	hour	9	.220	9	.220
Road and track men.....	day	3	1.94	15	1.71	Motormen.....	hour	9	.220	9	.220
Power:						Track foremen.....	month	2	53.00	2	53.00
Linemen.....	day	2	3.05	4	2.49	Road and track men.....	hour	12	.150	13	.150
Car-houses and shops:						Power:					
Car cleaners.....	day	1	1.75	1	1.75	Linemen.....	hour	1	.190	2	.181
Carpenters' helpers.....	day	.....	.....	1	3.50	Car-houses and shops:					
Blacksmiths.....	day	.....	.....	1	2.50	Car oilers.....	hour	1	.180	1	.180
Painters.....	day	.....	.....	1	2.75	Car-house men.....	hour	2	.180	2	.180
Other shop employees.....	day	5	2.24	5	2.24	Other car-house employees.....	hour	1	.150	1	.150
Total all classes named.....		70	.....	104	.....	Carpenters.....	hour	1	.250	1	.250
Total compensation during year.....			\$72,501	.....	.....	Foreman.....	month	1	75.00	1	75.00
						Other classes of employees:					
						Sub-station operators.....	month	6	65.00	6	65.36
						Freight agent.....	month	1	60.00	1	60.00
						Total all classes named.....	.....	53	.....	55	.....
						Total compensation during year.....	.....	.....	.....	.....	.....
25. Orange County Traction:						28. Kingston Consolidated:					
General office staff:						General office staff:					
General officers.....	week	3	39.93	3	39.93	General officers.....	month	2	175.00	2	175.00
Other officers.....	week	3	40.73	3	40.79	Clerks and bookkeepers, men.....	month	1	100.00	1	100.00
Clerks and bookkeepers, women.....	week	2	9.00	2	10.00	Transportation:					
Messengers and others.....	week	1	1.25	1	1.25	Conductors.....	hour	29	.227	33	.226
Transportation:						Motormen.....	hour	31	.232	31	.235
Inspectors.....	week	2	16.50	1	16.00	Road and track men.....	week	1	11.00	1	11.00
Train clerks and dispatchers.....	week	2	18.50	2	18.50	Power:					
Freight agents.....	week	2	14.00	2	14.00	Engineers.....	week	2	18.63	2	18.50
Conductors.....	hour	28	.230	43	.230	Firemen.....	week	3	14.00	3	14.19
Motormen.....	hour	29	.230	42	.230	Coal passers.....	day	1	1.50	1	1.50
Switchmen, flagmen, and yardmen.....	week	1	12.25	1	12.25	Electricians.....	week	1	25.00	1	25.00
Road and track men.....	hour	16	.150	16	.175	Linemen.....	week	1	14.00	1	14.00
Station porters and watchmen.....	week	2	12.75	1	11.70	Other power plant employees.....	day	1	1.75	.....	.....
Freight laborers.....	hour	3	.230	.....	.....	Car-houses and shops:					
Power:						Car cleaners.....	week	2	11.50	2	11.50
Engineers.....	week	2	19.00	2	19.00	Blacksmiths.....	week	1	18.00	1	18.00
Firemen.....	hour	3	.200	.....	.....	Machinists.....	week	1	15.10	1	15.00
Dynamo and switchboard men.....	week	1	21.54	2	14.00	Machinists' helpers.....	week	1	11.00	1	12.10
Electricians.....	week	2	21.25	2	21.44	Painters.....	day	1	2.50	1	2.50
Linemen.....	hour	6	.194	3	.165	Other classes of employees:					
Car-houses and shops:						Traffic.....	week	.....	.....	8	12.17
Car cleaners.....	week	1	9.60	.....	.....	Total all classes named.....	.....	79	.....	90	.....
Carpenters.....	hour	.....	.....	2	.176	Total compensation during year..	.....		\$50,429	.....	.....
Carpenters.....	hour	1	.354	1	.344						
Blacksmiths.....	hour	.....	.....	1	.200						
Machinists.....	hour	2	.225	1	.250						
Machinists' helpers.....	hour	.....	.....	2	.200						
Electrical helpers.....	hour	2	.230	2	.230						
Painters.....	hour	.....	.....	1	.275						
Other classes of employees:											
Track foremen.....	week	2	20.50	2	20.50						
Park employees.....	month	1	12.50	.....	.....						
	week	.....	.....	27	4.17						
Total all classes named.....		117	.....	165	.....						
Total compensation during year.....			\$85,698	.....	.....						
26. Chautauqua Traction:						29b. Ithaca Traction Corporation: 2					
General office staff:						General office staff:					
General officers.....	month	4	112.50	4	85.00	General officers.....	month	.....	.....	4	234.38
Other officers.....	month	1	85.00	.....	.....	Other officers.....	month	.....	.....	1	167.50
Clerks and bookkeepers, men.....	month	2	85.00	2	85.00	Engineers.....	month	.....	.....	4	93.09
Clerks and bookkeepers, women.....	month	5	27.50	7	28.25	Clerks and bookkeepers, men.....	month	.....	.....	3	31.06
Stenographers and typists, women.....	month	2	40.00	2	40.00	Stenographers and typists, men.....	month	.....	.....	2	36.25
Transportation:						Janitors and watchmen.....	month	.....	.....	3	13.62
Train clerks and dispatchers.....	month	2	75.00	2	75.00	Transportation:					
Ticket agents.....	month	11	53.00	14	50.25	Inspectors.....	month	.....	.....	1	72.00
Conductors.....	hour	19	.220	23	.205	Starters.....	month	.....	.....	1	64.00
Motormen.....	hour	24	.223	28	.223	Ticket agents.....	month	.....	.....	2	12.06
Road and track men.....	day	53	1.85	28	1.84	Conductors.....	hour	.....	.....	28	.223
Freight laborers.....	month	1	50.00	2	23.75	Motormen.....	hour	.....	.....	37	.229
Power:						Switchmen, flagmen, and yardmen.....	day	.....	.....	2	1.51
Electricians.....	day	3	2.07	3	2.09	Road and track men.....	hour	.....	.....	9	.203
Linemen.....	day	7	2.35	7	2.34	Hostlers, stablemen, etc.....	hour	.....	.....	1	.577
Car-houses and shops:						Power:					
Car cleaners.....	day	1	1.50	1	1.50	Engineers.....	day	.....	.....	3	3.05
Car-house men.....	day	1	3.33	1	3.30	Oilers.....	day	.....	.....	2	2.00
Other car-house employees.....	day	6	1.99	8	1.99	Firemen.....	day	.....	.....	7	1.99
Carpenters.....	day	2	2.00	2	2.00	Coal passers.....	day	.....	.....	3	1.68
Blacksmiths.....	day	1	2.25	.....	.....	Water tenders.....	day	.....	.....	2	2.50
Machinists.....	day	1	2.15	.....	.....	Ashmen.....	day	.....	.....	3	2.00
Machinists' helpers.....	day	1	2.10	1	2.25	Dynamo and switchboard men.....	day	.....	.....	3	2.52
	day	1	2.10	1	2.10	Linemen.....	hour	.....	.....	7	2.92
						Other power plant employees.....	day	.....	.....	2	2.00
						Car-houses and shops:					
						Car cleaners.....	day	.....	.....	2	1.65
						Car-house men.....	month	.....	.....	1	76.80
						Carpenters.....	month	.....	.....	1	78.00
						Machinists.....	day	.....	.....	3	2.12
						Electrical workers.....	month	.....	.....	1	80.00
						Painters.....	day	.....	.....	2	2.39
						Other shop employees.....	month	.....	.....	1	90.00
						Total all classes named.....	.....	.....	.....	141	.....
						Total compensation during year..	.....		\$23,043	.....	.....

\* Report covers period April 1, 1914 to June 30, 1914; see statement Organization, etc.



TABLE 212: EMPLOYEES AND THEIR SALARIES AND WAGES, OPERATING ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

Class of employees	Unit	December payroll		June payroll		Class of employees	Unit	December payroll		June payroll							
		Number of employees	Average rate of pay	Number of employees	Average rate of pay			Number of employees	Average rate of pay	Number of employees	Average rate of pay						
			Dollars		Dollars				Dollars		Dollars						
30. Syracuse and Suburban:																	
General office staff:																	
General officers.....	month	4	176.00	4	176.00	General officers.....	month	1	150.00	1	150.00						
Clerks and bookkeepers, women.....	month	1	50.00	1	50.00	Clerks and bookkeepers, men.....	month	1	75.00	1	75.00						
Janitors.....	month	1	13.50	1	13.50	Clerks and bookkeepers, women.....	month	1	40.00	1	50.00						
Transportation:																	
Inspectors.....	day	1	2.75	1	2.75	Stenographers and typists, women.....	month	1	40.00	1	50.00						
Ticket agents.....	month	2	50.00	2	50.00	Transportation:											
Conductors.....	hour	13	.240	13	.240	Starters.....	month	1	80.00	1	80.00						
Motormen.....	hour	15	.240	15	.240	Conductors.....	hour	21	.192	23	.190						
Road and track men.....	hour	4	.160	7	.160	Motormen.....	hour	22	.199	21	.201						
Freight laborers.....	day	3	2.66	3	2.66	Road and track men.....	hour	6	.160	22	.160						
Freight employees.....	month	1	66.66	1	49.49	Freight laborers.....	hour	.....	.....	.....	.180						
Power:																	
Sub-station employees.....	day	1	2.50	1	2.50	Linenmen.....	hour	1	.200	1	.200						
Linenmen.....	day	1	2.40	1	2.40	Car-houses and shops:											
Other power plant employees.....	day	2	2.25	2	2.25	Car cleaners.....	month	3	50.00	3	50.00						
Car-houses and shops:																	
Car cleaners.....	day	2	2.00	2	2.00	Car oilers.....	month	1	65.00	1	65.00						
Car-house foremen.....	day	1	2.75	1	2.75	Master mechanic.....	month	1	85.00	1	85.00						
Other car-house employees.....	day	4	2.22	4	2.22	Car-house men.....	hour	2	.195	1	.210						
Other classes of employees:																	
Superintendent of equipment.....	day	1	3.00	1	3.00	Other car-house employees.....	month	1	60.00	1	60.00						
Total all classes named.....	.....	57	.....	60	.....	Carpenters.....	hour	1	.250	1	.250						
Total compensation during year.....	.....	.....	\$47,281	.....	.....	Painters.....	hour	1	.250	.....	.....						
31. Warren and Jamestown Street:																	
General office staff:																	
General officers.....	month	2	150.00	2	150.00	General officers.....	month	14	13.10	14	17.04						
Clerks and bookkeepers, men.....	month	1	45.00	1	45.00	Clerks and bookkeepers, men.....	month	14	60.21	16	71.83						
Clerks and bookkeepers, women.....	month	1	60.00	1	60.00	Clerks and bookkeepers, women.....	month	3	58.33	2	52.50						
Stenographers and typists, women.....	month	1	32.00	1	32.00	Stenographers and typists, men.....	month	2	58.75	2	62.50						
Janitors and watchmen.....	month	1	10.50	1	10.50	Stenographers and typists, women.....	month	4	55.35	3	78.33						
Transportation:																	
Depot masters.....	month	2	34.50	2	34.50	Janitors and watchmen.....	month	1	55.00	.....	.....						
Conductors.....	hour	6	.210	7	.220	Messengers and others.....	month	4	28.75	4	35.75						
Motormen.....	hour	6	.210	7	.220	Transportation:											
Road and track men.....	hour	6	.190	11	.190	Starters.....	month	1	110.00	1	110.00						
Power:																	
Engineers.....	month	1	100.00	1	100.00	Superintendents.....	month	2	162.50	5	61.98						
Oilers.....	month	1	60.00	1	60.00	Ticket agents.....	month	5	32.26	5	31.02						
Electricians.....	month	1	110.00	1	110.00	Conductors.....	hour	4	.297	8	.291						
Linenmen.....	month	.....	.....	2	72.50	Motormen.....	hour	4	.303	8	.296						
Car-houses and shops:																	
Car cleaners.....	month	1	63.84	1	63.84	Misc. car service employees.....	hour	1	.210	.....	.....						
Car-house men.....	month	2	63.00	2	63.00	Superintendents ways and struc.....	day	7	80.16	7	83.82						
Blacksmiths.....	month	1	70.00	1	70.00	Road and track men.....	hour	5	.170	13	.170						
Total all classes named.....	.....	33	.....	42	.....	Station porters and watchmen.....	day	3	1.66	3	1.50						
Total compensation during year.....	.....	.....	\$28,495	.....	.....	Freight laborers.....	month	10	40.50	10	54.17						
32. Black River Traction:																	
General office staff:																	
General officers.....	day	4	4.03	4	4.17	Power:											
Other officers.....	.....	.....	.....	.....	.....	Dynamo and switchboard men.....	day	2	1.40	2	1.40						
Clerks and bookkeepers, women.....	day	1	2.00	1	2.00	Linenmen.....	hour	1	.210	1	.210						
Janitors and watchmen.....	night	1	2.66	1	2.66	Car-houses and shops:											
Transportation:																	
Conductors.....	day	16	2.20	16	2.32	Car-house men.....	month	1	100.00	1	100.00						
Motormen.....	day	16	2.20	16	2.32	Other car-house employees.....	hour	3	.210	3	.210						
Road and track men.....	day	7	1.64	11	1.63	Other shop employees.....	month	1	66.67	1	66.67						
Power:																	
Linenmen.....	day	1	2.50	2	2.50	Total all classes named.....	.....	92	.....	111	.....						
Other power plant employees.....	hour	2	.293	2	.253	Total compensation during year.....	.....	.....	\$32,548	.....	.....						
Car-houses and shops:																	
Other shop employees.....	hour	8	.235	6	.231	36. Buffalo Southern:											
Total all classes named.....	.....	56	.....	59	.....	General office staff:											
Total compensation during year.....	.....	.....	\$53,087	.....	.....	General officers.....	month	1	150.00	1	150.00						
33. Geneva, Seneca Falls and Auburn: *																	
General office staff:																	
General officers.....	month	1	208.33	1	208.33	Clerks and bookkeepers, men.....	month	1	75.00	1	75.00						
Clerks and bookkeepers, men.....	month	1	90.00	1	90.00	Transportation:											
Stenographers and typists, women.....	month	1	45.00	1	50.00	Inspectors.....	hour	1	.255	1	.265						
Transportation:																	
Inspectors.....	month	1	60.00	1	60.00	Conductors.....	hour	16	.240	21	.240						
Train clerks and dispatchers.....	month	2	70.00	2	70.00	Motormen.....	hour	19	.240	20	.240						
Master mechanics.....	month	1	82.00	1	82.00	Road and track men.....	hour	7	.185	11	.186						
Ticket agents.....	month	2	7.08	2	10.42	Power:											
Conductors.....	hour	9	.230	8	.232	Engineers.....	hour	4	.510	4	.490						
Motormen.....	hour	9	.236	8	.230	Firemen.....	hour	2	.290	2	.220						
Track foreman.....	month	1	75.00	1	75.00	Linenmen.....	hour	1	.250	1	.250						
Road and track men.....	hour	4	.185	1	.185	Car-houses and shops:											
Power:																	
Engineers.....	month	2	71.66	2	71.66	Other car-house employees.....	hour	6	.235	6	.235						
Firemen.....	hour	2	.175	2	.175	Other classes of employees:	.....	.....	.....	.....	.....						
Electricians.....	month	1	42.50	1	42.50	General help.....	hour	5	.250	5	.250						
Car-houses and shops:																	
Other car-house employees.....	month	2	65.00	2	65.00	Total all classes named.....	.....	63	.....	73	.....						
Carpenters.....	month	1	75.00	1	75.00	Total compensation during year.....	.....	.....	\$73,852	.....	.....						
Total all classes named.....	.....	41	.....	40	.....	37. Cortland County Traction:											
Total compensation during year.....	.....	.....	\$34,978	.....	.....	General office staff:											
34. Waverly, Sayre and Athens:																	
General office staff:																	
General officers.....	month	1	150.00	1	150.00	Clerks and bookkeepers, men.....	week	2	8.02	2	8.02						
Clerks and bookkeepers, men.....	month	1	75.00	1	75.00	Clerks and bookkeepers, women.....	week	2	8.02	2	8.02						
Clerks and bookkeepers, women.....	month	1	40.00	1	50.00	Transportation:											
Stenographers and typists, women.....	month	1	40.00	1	50.00	Starters.....	month	1	70.00	1	70.00						
Transportation:																	
Starters.....	month	1	80.00	1	80.00	Conductors.....	hour	19	.190	14	.190						
Conductors.....	hour	21	.192	23	.190	Motormen.....	hour	22	.210	16	.200						
Motormen.....	hour	22	.199	21	.201	Switchmen, flagmen, and yardmen.....	month	2	17.00	2	17.00						
Road and track men.....	hour	6	.160	22	.160	Road and track men.....	hour	9	.190	43	.190						
Freight laborers.....	hour	.....	.....	.....	Freight laborers.....	month	2	65.00	2	60.00							
Power:																	
Linenmen.....	hour	1	.200	1	.200	Power:											
Car-houses and shops:																	
Car cleaners.....	month	3	50.00	3	50.00	Engineers.....	month	3	78.33	3	78.00						
Car oilers.....	month	1	65.00	1	65.00	Oilers.....	month	1	60.00	1	62.50						
Master mechanic.....	month	1	85.00	1	85.00	Firemen.....	month	2	60.00	2	60.00						
Car-house men.....	hour	2	.195	1	.210	Coal passers, etc.....	hour	3	.170	2	.170						
Other car-house employees.....	month	1	60.00	1	60.00	Linenmen.....	hour	6	.300	8	.300						
Carpenters.....	hour	1	.250	1	.250	Car-houses and shops:											
Painters.....	hour	1	.250	.....	.....	Car-house men.....	month	3	72.53	.....	.....						
Total all classes named.....	.....	65	.....	80	.....	.....	hour	.....	.....	5	.330						
Total compensation during year.....	.....	.....	\$41,750	.....	.....	Power:											

<sup>3</sup> Successor to Geneva and Auburn Railway Company; see statement Organization, etc

TABLE 212: EMPLOYEES AND THEIR SALARIES AND WAGES, OPERATING ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

Class of employees	Unit	December payroll		June payroll		Class of employees	Unit	December payroll		June payroll	
		Number of employees	Average rate of pay	Number of employees	Average rate of pay			Number of employees	Average rate of pay	Number of employees	Average rate of pay
			Dollars		Dollars				Dollars		Dollars
<b>37. Cortland County Traction (concluded):</b>						<b>42. Hornell Traction:</b>					
<i>Car-houses and shops (concluded):</i>						<i>General office staff:</i>					
Painters.....	hour	1	55.00	2	.370	General officers.....	month	1	160.00	1	160.00
Other shop employees.....	month	1		1	60.00	Clerks and bookkeepers, women.....	month	2	44.50	2	85.00
Total all classes named.....		78		106		Janitors and watchmen.....	day	1	2.00	1	2.00
Total compensation during year.....			\$38,272			<i>Transportation:</i>					
<b>38. Wallkill Transit:</b>						Conductors.....	hour	15	.206	13	.206
<i>General office staff:</i>						Motormen.....	hour	15	.206	16	.206
General officers.....	day	1	3.33	1	3.66	Road and track men.....	hour	20	.200	29	.200
Clerks and bookkeepers, men.....	day	1	2.50	1	2.83	<i>Power:</i>					
Stenographers and typists, women.....	day	1	.31	1	.33	Linemen.....	day	1	2.50	1	2.50
<i>Transportation:</i>						<i>Car-houses and shops:</i>					
Conductors.....	hour	12	.220	14	.210	Car-house men.....	hour	3	.200	2	.200
Motormen.....	hour	11	.220	12	.214	Machinists.....	day	1	2.42	1	2.33
Road and track men.....	hour	9	.200	11	.160	Total all classes named.....		59		66	
<i>Power:</i>						Total compensation during year.....			\$5,246		
Engineers.....	day	2	2.42	2	2.58	<b>43. Fishkill Electric:</b>					
Firemen.....	day	2	1.99	2	2.20	<i>General office staff:</i>					
Coal passers.....	day	1	2.02	1	1.86	General officers.....	year	1	31.75	1	31.75
Linemen.....	hour	2	.210	4	.208	Other officers.....	month	2	76.20	2	76.20
<i>Car-houses and shops:</i>						Janitors and watchmen.....	day	1	2.00	1	2.00
Car cleaners.....	hour	1	.160	1	.160	<i>Transportation:</i>					
Other car-house employees.....	hour	2	.220	2	.250	Conductors.....	hour	7	.150	9	.150
Electrical helpers.....	hour	1	.250	1	.270	Motormen.....	hour	7	.175	9	.175
Painters.....	hour	1	.300	1	.300	Road and track men.....	day			8	1.75
<i>Other classes of employees:</i>						<i>Car-houses and shops:</i>					
Miscellaneous.....	day			9	2.00	Car-house men.....	day	1	1.75	1	1.75
Total all classes named.....		47		63		Machinists.....	day	1	2.25	1	2.25
Total compensation during year.....			\$2,814			Total all classes named.....		20		32	
<b>39. Elmira and Seneca Lake Traction:</b>						Total compensation during year.....			\$2,587		
<i>General office staff:</i>						<b>44. Huntington:</b>					
General officers.....	month	2		2		<i>Transportation:</i>					
Other officers.....	month	1	\$2.00	1	\$2.00	Conductors.....	hour	8	.212	11	.215
<i>Transportation:</i>						Motormen.....	hour	8	.225	8	.224
Conductors.....	hour	7	.216	8	.213	Total all classes named.....		16		19	
Motormen.....	hour	7	.221	8	.220	Total compensation during year.....			\$26,529		
Road and track men.....	hour	8	.188	20	.181	<b>45. Buffalo and Williamsville Electric:</b>					
<i>Power:</i>						<i>General office staff:</i>					
Engineers.....	hour	2	.175	2	.175	General officers.....	month	2	108.34	2	108.34
<i>Car-houses and shops:</i>						Other officers.....	month	1	75.00	1	75.00
Car-house men.....	hour	2	.200	2	.200	Clerks and bookkeepers, men.....	week	1	5.00	1	5.00
Other car-house employees.....	hour					<i>Transportation:</i>					
Total all classes named.....		29		43		Conductors.....	hour	43	.192	33	.204
Total compensation during year.....			\$24,247			Motormen.....	hour	42	.192	32	.204
<b>40. Peekskill Lighting and Railroad:</b>						Snow and ice employees.....	hour	11	.188		
<i>General office staff:</i>						Station men.....	week	8	10.00	8	10.00
General officers.....	month	4	\$40.28	4	\$40.28	Road and track men.....	hour			32	.262
Other officers.....	month	2	\$48.96	2	\$48.96	<i>Car-houses and shops:</i>					
Clerks and bookkeepers, men.....	week	6	\$4.58	6	\$4.33	Car-house men.....	day	4	1.91	3	2.11
Stenographers and typists, men.....	week	1	\$1.67			Total all classes named.....		112		112	
Stenographers and typists, women.....	week			1	\$1.68	Total compensation during year.....			\$14,472		
Janitors and watchmen.....	week		\$3.00	1	\$3.37	<b>46. Ogdensburg Street:</b>					
Messengers and others.....	hour	1	\$4.324	1	\$4.356	<i>General office staff:</i>					
<i>Transportation:</i>						General officers.....	month	1	100.00	1	137.80
Inspectors.....	hour	2	.279	1	.286	Other officers.....	week	1	20.00	1	20.00
Conductors.....	hour	14	.208	16	.206	Stenographers and typists, women.....	week	1	12.00	1	12.00
Motormen.....	hour	14	.208	16	.206	<i>Transportation:</i>					
Road and track men.....	hour	12	.181	12	.179	Conductors.....	hour	14	.160	13	.176
Freight motormen and conductors.....	hour	4	.197	4	.198	Motormen.....	hour	14	.160	13	.181
<i>Power:</i>						Road and track men.....	hour	1	.170	5	.191
Linemen and groundmen.....	hour		.252		.296	<i>Car-houses and shops:</i>					
<i>Car-houses and shops:</i>						Car cleaners.....	week	1	14.00	1	14.00
Car-house men.....	hour	3	.169	2	.214	Car-house men.....	hour	3	.197	4	.201
Foremen.....	day	1	2.86	1	3.00	Total all classes named.....		36		39	
Watchmen.....	day	1	2.00	1	2.00	Total compensation during year.....			\$26,960		
<i>Other classes of employees:</i>						<b>47. Troy and New England:</b>					
Coal unloaders.....	hour		.190		.230	<i>General office staff:</i>					
Total all classes named.....		66		68		General officers.....	month	1	8.33	1	8.33
Total compensation during year.....			\$32,382			Other officers.....	week	1	21.00	1	21.00
<b>41. Corning and Painted Post Street:</b>						<i>Transportation:</i>					
<i>General office staff:</i>						Station agents.....	week	2	11.50	2	11.50
General manager.....	month	1	111.11	1	111.11	Conductors.....	hour	2	.240	6	.240
Superintendent.....	month	1	75.00	1	75.00	Motormen.....	hour	3	.240	6	.240
Clerks and bookkeepers, men.....	month	3	30.00	3	30.00	Station porters and watchmen.....	hour	1	.150	1	.150
Clerks and bookkeepers, women.....	month	1	10.00	1	10.00	<i>Power:</i>					
Stenographers and typists, women.....	month	1	2.50	1	2.50	Electricians.....	hour	1	.223	1	.240
<i>Transportation:</i>						Total all classes named.....		11		18	
Conductors.....	hour	12	.220		.220	Total compensation during year.....			\$1,324		
Motormen.....	hour	12	.220		.220	<b>48. New Paltz, Highland and Poughkeepsie Traction:</b>					
Road and track men.....	hour	3	.150	1	.150	<i>General office staff:</i>					
<i>Power:</i>						General officers.....		2	200.00	2	200.00
Linemen.....	hour	1	.200	1	.200	Other officers.....		1	50.00	1	50.00
<i>Car-houses and shops:</i>						Clerks and bookkeepers, men.....		1	40.00	1	40.00
Car-house men.....	hour	4	.180	5	.180						
Machinists.....	month	1	75.00	1	75.00						
Total all classes named.....		40									
Total compensation during year.....											

\*Salaries applicable to Railroad department; one-third of total salaries paid.



TABLE 212: EMPLOYEES AND THEIR SALARIES AND WAGES, OPERATING ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914 (continued)

Class of employees	Unit	December payroll		June payroll		Class of employees	Unit	December payroll		June payroll	
		Number of employees	Average rate of pay	Number of employees	Average rate of pay			Number of employees	Average rate of pay	Number of employees	Average rate of pay
			Dollars		Dollars				Dollars		Dollars
48. New Paltz, Highland and Poughkeepsie Traction (concluded):						54. Port Jervis Traction:					
Transportation:						General office staff:					
Conductors.....		3		3		General officers.....	month	1		1	50.00
Motormen.....		3		3		Other officers.....	week	1	17.50	1	17.50
Road and track men.....		5		5		Clerks and bookkeepers, men.....	month	1	15.00	1	20.00
Power:						General manager.....	month	1	60.00		
Engineers.....		1		1		Transportation:					
Firemen.....		1		1		Conductors.....	hour	4	.194	4	.211
Car-houses and shops:						Motormen.....	hour	4	.238	4	.219
Other car-house employees.....		2				Car-houses and shops:					
Other classes of employees:						Car cleaners.....	week	1	12.83	1	16.67
Superintendent.....		1		1		Machinists and electricians.....	hour	1	.240	2	.229
Total all classes named.....		20		18		Total all classes named.....		13		14	
Total compensation during year.....			\$955			Total compensation during year.....			\$11,019		
49. Plattsburgh Traction:						55. New York, Westchester and Connecticut Traction:					
General office staff:						General office staff:					
General officers.....	month	1	125.00	1	125.00	Clerks and bookkeepers, women.....	day	1	2.58	1	
Clerks and bookkeepers, women.....	month	1	52.00	1	52.00	Transportation:					
Messengers and others.....	week	1	4.75	1	4.75	Inspectors.....	day	1	3.00	1	
Transportation:						Conductors.....	hour	10	.266	6	
Superintendent eqpt. and trans.....	week	1	20.00	1	20.00	Motormen.....	hour	11	.266	6	
Transfer agents, etc.....	hour	3	.210			Total all classes named.....		23		14	
Conductors.....	day	11	1.93	11	1.93	Total compensation during year.....			\$13,540		
Motormen.....	day	11	2.04	11	2.04	56. Penn Yan & Lake Shore: 5					
Road and track men.....	hour	10	.160	10	.160	General office staff:					
Track foreman.....	hour	1	.225	1	.225	General officers.....	month	1	50.00	1	50.00
Teams.....	hour	1	.400	1	.400	Other officers.....	week	1	20.00	1	23.08
Truckman.....	hour	1	.250	1	.250	Clerks and bookkeepers, men.....	week	3	25.50	3	26.50
Car-houses and shops:						Transportation:					
Other car-house employees.....	hour	2	.160	2	.160	Conductors.....	hour	2	.212	4	.213
Total all classes named.....		44		41		Motormen.....	hour	2	.204	4	.216
Total compensation during year.....			\$12,440			Road and track men.....	hour			3	.186
50. Eastern New York:						Freight laborers.....	hour	4	.188	3	.198
General office staff:						Power:					
General officers and superintendent.....	hour	2	.601	2	.601	Various employees.....	week	3	39.00	3	39.00
Clerks and bookkeepers, men.....	hour	1	.315	1	.315	Car-houses and shops:					
Transportation:						Other car-house employees.....	week	1	20.00	1	20.00
Conductors.....	hour	2	.200	2	.200	Total all classes named.....		17		23	
Motormen.....	hour	2	.224	2	.220	Total compensation during year.....					
Switchmen, flagmen, and yardmen.....	hour	2	.176	2	.177	57. Buffalo and Depew:					
Road and track men.....	hour	5	.178	6	.181	General office staff:					
Station porters and watchmen.....	hour	1	.147	1	.146	Other officers.....	month	2	150.00	2	150.00
Power:						Clerks and bookkeepers, men.....	month	1	25.00	2	37.50
Electricians.....	hour	1	.251	2	.237	Transportation:					
Linemen.....	hour	6	.245	1	.250	Conductors.....	hour	4	.200	5	.200
Total all classes named.....		22		19		Motormen.....	hour	4	.200	6	.200
Total compensation during year.....			\$13,087			Road and track men.....	hour	8	.180	9	.180
51. Rochester & Manitou:						Power:					
General office staff:						Engineers.....	day	2	2.30	2	2.30
General officers.....	year	2	1250.00	2	1250.00	Electricians.....	day	1	3.72	1	3.60
Clerks and bookkeepers, women.....	year	1	520.00			Total all classes named.....		22		27	
Transportation:						Total compensation during year.....			\$12,976		
Advertising agent.....	week			1	20.00	58. Nassau County:					
Ticket agents.....	hour			1	.250	Transportation:					
Conductors.....	hour			12	.250	Conductors.....	hour	2	.213	2	.211
Motormen.....	hour			5	.250	Motormen.....	hour	1	.240	2	.230
Road and track men.....	hour	7	.210	13	.175	Total all classes named.....		3		4	
General employees.....	year	1	1500.00	1	1500.00	Total compensation during year.....			\$6,530		
Car-house men.....	hour			2	.250	59. St. Lawrence International Electric Railroad & Land:					
Total all classes named.....		11		39		General office staff:					
Total compensation during year.....			\$15,345			General officers.....	month	1	100.00	1	100.00
52. Hudson River and Eastern:						Auditor.....	month	1	90.00	1	90.00
General office staff:						Stenographers and typists, women.....	month	1	30.00	1	30.00
General officers.....	month	2	72.50	2	72.00	Transportation:					
Transportation:						Passenger conductors.....	month	1	62.00	1	62.00
Superintendent.....	month	1	70.00	1	70.00	Freight conductors.....	month	1	50.00	1	50.00
Conductors.....	hour	7	.200	11	.200	Passenger motormen.....	month	1	62.00	1	62.00
Motormen.....	hour	11	.200	17	.200	Freight motormen.....	month	1	50.00	1	50.00
Road and track men.....	hour	1	.194	1	.194	Road and track men, boss.....	month	1	50.00	1	50.00
Car-houses and shops:						Road and track men, helpers.....	day	1	2.00	1	2.00
Car-house men.....	hour	1	.194	1	.194	Freight laborers.....	day	1	2.00	1	2.00
Machinists.....	hour	1	.354	1	.355	Power:					
Machinists' helpers.....	hour	1	.200	1	.200	Engineers.....	month	2	66.50	2	66.50
Other classes of employees:						Firemen.....	month	1	58.50	1	58.50
Miscellaneous.....	hour	1	.200			Electricians and linemen.....	month	1	60.00	1	65.00
Total all classes named.....		26		35		Total all classes named.....		14		14	
Total compensation during year.....			\$15,376			Total compensation during year.....			\$10,177		
53. Glen Cove:						60. Catskill Traction:					
Transportation:						General office staff:					
Conductors.....	hour	6	.225	5	.216	General officers.....	month	1	100.00	1	100.00
Motormen.....	hour	3	.230	3	.231	Auditor.....	month	1	90.00	1	90.00
Total all classes named.....		9		8		Stenographers and typists, women.....	month	1	30.00	1	30.00
Total compensation during year.....			\$10,232			Transportation:					
54. Port Jervis Traction:						Passenger conductors.....	month	1	62.00	1	62.00
General office staff:						Freight conductors.....	month	1	50.00	1	50.00
General officers.....	month	1		1		Passenger motormen.....	month	1	62.00	1	62.00
Other officers.....	week	1	17.50	1	17.50	Freight motormen.....	month	1	50.00	1	50.00
Clerks and bookkeepers, men.....	month	1	15.00	1	20.00	Road and track men, boss.....	month	1	50.00	1	50.00
General manager.....	month	1	60.00			Road and track men, helpers.....	day	1	2.00	1	2.00
Transportation:						Freight laborers.....	day	1	2.00	1	2.00
Conductors.....	hour	4	.194	4	.211	Power:					
Motormen.....	hour	4	.238	4	.219	Engineers.....	month	2	66.50	2	66.50
Car-houses and shops:						Firemen.....	month	1	58.50	1	58.50
Car cleaners.....	week	1	12.83	1	16.67	Electricians and linemen.....	month	1	60.00	1	65.00
Machinists and electricians.....	hour	1	.240	2	.229	Total all classes named.....		14		14	
Total all classes named.....		13		14		Total compensation during year.....			\$10,177		
Total compensation during year.....			\$11,019			60. Catskill Traction:					
55. New York, Westchester and Connecticut Traction:						General office staff:					
General office staff:						General officers.....	month	1	100.00	1	100.00
Clerks and bookkeepers, women.....	day	1	2.58	1		Auditor.....	month	1	90.00	1	90.00
Transportation:						Stenographers and typists, women.....	month	1	30.00	1	30.00
Inspectors.....	day	1	3.00	1		Transportation:					
Conductors.....	hour	10	.266	6		Passenger conductors.....	month	1	62.00	1	62.00
Motormen.....	hour	11	.266	6		Freight conductors.....	month	1	50.00	1	50.00
Total all classes named.....		23		14		Passenger motormen.....	month	1	62.00	1	62.00
Total compensation during year.....			\$13,540			Freight motormen.....	month	1	50.00	1	50.00
56. Penn Yan & Lake Shore: 5						Road and track men, boss.....	month	1	50.00	1	50.00
General office staff:						Road and track men, helpers.....	day	1	2.00	1	2.00
General officers.....	month	1	50.00	1	50.00	Freight laborers.....	day	1	2.00	1	2.00
Other officers.....	week	1	20.00	1	23.08	Power:					
Clerks and bookkeepers, men.....	week	3	25.50	3	26.50	Engineers.....	month	2	66.50	2	66.50
Transportation:						Firemen.....	month	1	58.50	1	58.50
Conductors.....	hour	2	.212	4	.213	Electricians and linemen.....	month	1	60.00	1	65.00
Motormen.....	hour	2	.204	4	.216	Total all classes named.....		14		14	
Road and track men.....	hour			3	.186	Total compensation during year.....			\$10,177		
Freight laborers.....	hour	4	.188	3	.198	60. Catskill Traction:					
Power:						General office staff:					
Various employees.....	week	3	39.00	3	39.00	General officers.....	month	1	100.00	1	100.00
Car-houses and shops:						Auditor.....	month	1	90.00	1	90.00
Other car-house employees.....	week	1	20.00	1	20.00	Stenographers and typists, women.....	month	1	30.00	1	30.00
Total all classes named.....		17		23		Transportation:					
Total compensation during year.....						Passenger conductors.....	month	1	62.00	1	62.00
57. Buffalo and Depew:						Freight conductors.....	month	1	50.00	1	50.00
General office staff:						Passenger motormen.....	month	1	62.00	1	62.00
Other officers.....	month	2	150.00	2	150.00	Freight motormen.....	month	1	50.00	1	50.00
Clerks and bookkeepers, men.....	month	1	25.00	2	37.50	Road and track men, boss.....	month	1	50.00	1	50.00
Transportation:						Road and track men, helpers.....	day	1	2.00	1	2.00
Conductors.....	hour	4	.200	5	.200	Freight laborers.....	day	1	2.00	1	2.00
Motormen.....	hour	4	.200	6	.200	Power:					
Road and track men.....	hour	8	.180	9	.180	Engineers.....	month	2	66.50	2	66.50
Power:						Firemen.....	month	1	58.50	1	58.50
Engineers.....	day	2	2.30	2	2.30	Electricians and linemen.....	month	1	60.00	1	65.00
Electricians.....	day	1	3.72	1	3.60	Total all classes named.....		14		14	
Total all classes named.....		22		27		Total compensation during year.....			\$10,177		
Total compensation during year.....			\$12,976			60. Catskill Traction:					
58. Nassau County:						General office staff:					
Transportation:						General officers.....	month	1	100.00	1	100.00
Conductors.....	hour	2	.213	2	.211	Auditor.....	month	1	90.00	1	90.00
Motormen.....	hour	1	.240	2	.230	Stenographers and typists, women.....	month	1	30.00	1	30.00
Total all classes named.....		3		4		Transportation:					
Total compensation during year.....			\$6,530			Passenger conductors.....	month	1	62.00	1	62.00
59. St. Lawrence International Electric Railroad & Land:						Freight conductors.....	month	1	50.00	1	50.00
General office staff:						Passenger motormen.....	month	1	62.00	1	62.00
General officers.....	month	1	100.00	1	100.00	Freight motormen.....	month	1	50.00	1	50.00
Auditor.....	month	1	90.00	1	90.00	Road and track men, boss.....	month	1	50.00	1	50.00
Stenographers and typists, women.....	month	1	30.00	1	30.00	Road and track men, helpers.....	day	1	2.00	1	2.00
Transportation:						Freight laborers.....	day	1	2.00	1	2.00
Passenger conductors.....	month	1	62.00	1	62.00	Power:					
Freight conductors.....	month	1	50.00	1	50.00	Engineers.....	month	2	66.50	2	66.50
Passenger motormen.....	month	1	62.00	1	62.00	Firemen.....	month	1	58.50	1	58.50
Freight motormen.....	month	1	50.00	1	50.00	Electricians and linemen.....	month	1	60.00	1	65.00
Road and track men, boss.....	month	1	50.00	1	50.00	Total all classes named.....		14		14	
Road and track men, helpers.....	day	1	2.00	1	2.00	Total compensation during year.....			\$10,177		
Freight laborers.....	day	1	2.00	1	2.00	60. Catskill Traction:					
Power:						General office staff:					
Engineers.....	month	2	66.50	2	66.50	General officers.....	month	1	100.00	1	100.00
Firemen.....	month	1	58.50	1	58.50	Auditor.....	month	1	90.00	1	90.00
Electricians and linemen.....	month	1	60.00	1	65.00	Stenographers and typists, women.....	month	1	30.00	1	30.00
Total all classes named.....		14		14		Transportation:					
Total compensation during year.....			\$10,177			Passenger conductors.....	month	1	62.00	1	62.00
60. Catskill Traction:						Freight conductors.....	month	1	50.00	1	50.00
General office staff:						Passenger motormen.....	month	1	62.00	1	62.00
General officers.....	month	1	100.00	1	100.00	Freight motormen.....	month	1	50.00	1	50.00
Auditor.....	month	1	90.00	1	90.00	Road and track men, boss.....	month	1	50.00	1	50.00

**BLE 212: EMPLOYEES AND THEIR SALARIES AND WAGES, OPERATING ELECTRIC RAILROAD CORPORATIONS, YEAR  
ENDED JUNE 30, 1914 (concluded)**

Class of employees	Unit	December payroll		June payroll		Class of employees	Unit	December payroll		June payroll	
		Number of employees	Average rate of pay	Number of employees	Average rate of pay			Number of employees	Average rate of pay	Number of employees	Average rate of pay
			Dollars		Dollars				Dollars		Dollars
<b>61. Syracuse, Watertown and St. Lawrence River:</b>						<b>65. Northport Traction:</b>					
<i>General office staff:</i>						<i>Transportation:</i>					
Clerks and bookkeepers, men.....	month	1	85.00	1	85.00	Conductors.....	hour	2	.190	3	.190
<i>Transportation:</i>						Motormen.....	hour	3	.212	4	.210
Ticket agents.....	month	3	18.57	3	17.00	Total all classes named.....		5		7	
Superintendence.....	month	4	93.52	4	101.03	Total compensation during year..			\$5,473		
Road and track men.....	hour	3	.185	10	.172						
Total all classes named.....		11		18							
Total compensation during year...			\$3,029								
<b>62. Putnam and Westchester Traction:</b>						<b>66. Paul Smith's Electric Light and Power and Railroad:</b>					
<i>General office staff:</i>						<i>General office staff:</i>					
Clerks and bookkeepers, men.....	month	1	10.00	1	10.00	Clerks and bookkeepers, men....	day	1	.93	1	.93
<i>Transportation:</i>						<i>Transportation:</i>					
Conductors.....	hour	4	.203	7	.205	Conductors.....	day	1	1.85	1	1.87
Motormen.....	hour	4	.203	7	.205	Motormen.....	day	1	3.01	1	3.03
Road and track men.....	hour	9	.196	12	.182	Road and track men.....	day	1	1.50	15	2.04
Freight motormen and conductors..	hour	5	.197	8	.197	Total all classes named.....		4		18	
<i>Other classes of employees:</i>						Total compensation during year..			\$4,383		
Linemen, etc.....	hour			8	.276						
Total all classes named.....		23		43							
Total compensation during year...			\$4,736								
<b>63. Suffolk Traction:</b>						<b>67. Adirondack Lakes' Traction:<sup>a</sup></b>					
<i>General office staff:</i>						<i>General office staff:</i>					
General officers.....	month	1	75.00	1	75.00	Other officers.....	month			1	93.73
<i>Transportation:</i>						Clerks and bookkeepers, men....	month			1	10.00
Motormen.....	hour	3	.200	6	.200	<i>Transportation:</i>					
<i>Car-houses and shops:</i>						Ticket agents.....	month			2	6.25
Car-house men.....	hour	1	.200	1	.200	Conductors.....	hour			4	.264
Total all classes named.....		5		8		Motormen.....	hour			4	.264
Total compensation during year...			\$10,883			Road and track men.....	hour			3	.185
						<i>Power:</i>					
						Linemen.....	hour			1	.260
						Total all classes named.....				16	
						Total compensation during year..			\$1,159		
<b>64. Babylon:</b>						<b>68. Lima-Honeoye Light and Railroad:</b>					
<i>General office staff:</i>						<i>General office staff:</i>					
General officers.....		1				General officers.....	month	1	60.00	1	60.00
<i>Transportation:</i>						Other officers.....	month	1	80.00	1	80.00
Superintendent.....	week	1	24.14			Clerks and bookkeepers, men....		1		1	
Conductors.....	hour	3	.200	3	.200	Stenographers and typists, women		1		1	
Motormen.....	hour	2	.200	3	.200	<i>Transportation:</i>					
<i>Power:</i>						Conductors.....	month	3	60.00	2	60.00
Linemen.....	hour	1	.250	2	.250	Motormen.....	hour		.300	1	.300
<i>Other classes of employees:</i>						Road and track men.....	month		50.00	1	50.00
General and utility shop employees	hour	1	.270	2	.270		day	2	2.00	4	2.00
Gang foremen.....	hour	1		1	.333	<i>Other classes of employees:</i>					
Track laborers.....	hour			5	.194	Station agent.....	month	1	60.00	1	60.00
Track gang motormen.....	hour			1	.200	Total all classes named.....		10		13	
Total all classes named.....		10		17		Total compensation during year..					
Total compensation during year...			\$6,164								

<sup>a</sup> Road not operated in December.



TABLE 213: GRADE CROSSINGS AND CROSSING PROTECTION WITHIN THE STATE OF NEW YORK, OPERATING ELECTRIC RAILROAD CORPORATIONS, JUNE 30, 1914

Only those corporations are included which report grade crossings in New York state. Figures in *italics* denote decreases.

The corporations are named in the order of their average revenues from street and interurban railroad operations during the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 209.

Corporation No.	Name of corporation	With steam railroads											With highways outside of cities or villages				Corporation No.	
		Unprotected		Protected									Total	Unprotected		Total		
		Number	Increase over preceding year	By both gates and flagmen	By gates alone	By flagmen alone, 24 hours daily	By flagmen alone, part time only	By crossing alarm only	By interlocking devices	By derailling devices	Total	Decrease from preceding year		Number	Increase over preceding year			Number protected
1	New York State Railways.....	6	...	10	1	9	3	1	...	1	25	...	31	137	4	2	139	1
2	International.....	12	...	3	...	3	1	...	...	15	30	...	42	40	...	...	40	2
3	United Traction.....	5	...	8	...	3	1	...	...	14	...	...	19	...	...	...	...	3
4	Empire United Railways, Inc.	12	2	...	...	...	2	...	...	2	4	2	16	91	...	...	91	4
5	Schenectady.....	...	...	...	...	...	...	...	...	...	...	...	...	28	...	...	28	5
6	Buffalo and Lake Erie Traction.....	...	...	2	...	...	3	...	...	1	6	...	6	42	...	...	42	6
7	Berkshire Street.....	...	...	...	...	...	...	...	...	...	...	...	...	7	...	...	7	7
8	Hudson Valley.....	6	...	...	1	2	...	...	...	1	7	...	13	78	...	...	78	8
9	Yonkers.....	...	...	2	...	...	1	...	...	...	3	...	3	...	...	...	...	9
10	Fonda, Johnstown and Gloversville <sup>1</sup> .....	...	...	...	...	...	2	...	...	2	4	...	4	19	...	1	20	10
12	Binghamton.....	2	...	...	...	...	...	...	...	...	7	...	2	3	...	...	3	12
13	Western New York and Pennsylvania Traction.....	6	...	...	1	...	2	...	...	4	7	...	13	33	...	...	33	13
14	Auburn and Syracuse Electric.....	2	...	...	1	...	1	...	...	...	2	...	4	27	...	...	27	14
15	Buffalo, Lockport and Rochester.....	2	...	...	...	...	...	...	...	...	...	...	2	43	...	...	43	15
17	New York and Stamford.....	1	...	...	...	...	...	...	...	...	...	...	1	6	...	...	6	17
18	Elmira Water, Light and Railroad.....	1	...	...	2	...	...	...	...	2	4	...	5	1	...	...	1	18
19	Jamestown Street.....	1	...	...	5	...	...	...	...	...	5	...	6	...	...	...	...	19
20	Albany Southern.....	1	...	...	...	...	...	...	...	...	...	...	1	42	...	...	42	20
21	Otsego and Herkimer.....	...	...	...	...	...	1	...	...	1	1	...	1	38	...	...	38	21
22	Westchester Street.....	...	...	...	1	...	...	...	...	1	2	...	2	12	...	...	12	22
23	Niagara Gorge.....	2	...	...	1	...	...	...	...	...	1	...	3	2	...	...	...	23
24	Poughkeepsie City and Wappingers Falls Electric.....	1	...	...	...	1	...	...	...	...	1	...	2	...	...	...	...	24
25	Orange County Traction.....	1	1	...	...	...	...	...	...	...	...	...	1	6	...	...	6	25
26	Chautauqua Traction.....	...	...	...	...	...	...	...	...	...	...	...	...	6	...	...	6	26
27	Elmira, Corning and Waverly.....	...	...	...	...	...	...	...	...	...	...	...	...	11	...	...	11	27
28	Kingston Consolidated.....	...	...	...	1	...	5	...	...	6	...	...	6	...	...	...	...	28
29h	Ithaca Traction Corporation <sup>2</sup> .....	2	...	...	...	...	...	...	1	...	1	...	3	2	...	...	2	29h
30	Syracuse and Suhrhan.....	...	...	...	...	...	...	...	...	...	...	...	...	9	...	...	9	30
31	Warren and Jamestown Street.....	...	...	...	...	...	...	...	...	...	...	...	...	6	...	...	6	31
32	Black River Traction.....	7	...	...	2	...	...	...	...	1	3	...	10	...	...	...	...	32
33	Geneva, Seneca Falls and Auburn <sup>4</sup> .....	...	...	...	...	...	1	...	...	2	3	...	3	10	...	...	10	33
34	Waverly, Sayre and Athens Traction.....	1	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	34
35	Syracuse and South Bay Electric.....	...	...	...	...	...	...	...	...	...	...	...	...	12	...	...	12	35
36	Buffalo Southern.....	...	...	...	...	...	...	...	...	2	2	1	2	40	...	...	40	36
37	Cortland County Traction.....	...	...	3	...	...	...	...	...	3	...	...	3	8	...	...	8	37
38	Wallkill Transit.....	...	...	1	...	...	...	...	1	...	2	...	2	...	...	...	...	38
39	Elmira and Seneca Lake Traction.....	...	...	...	...	1	...	...	...	1	2	...	2	8	...	...	8	39
40	Pekskill Lighting and Railroad.....	...	...	...	...	...	...	...	...	...	...	...	...	5	...	...	5	40
41	Corning and Painted Post Street.....	...	...	...	...	...	...	...	...	1	1	...	1	3	...	...	3	41
42	Hornell Traction.....	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	2	42
43	Fishkill Electric.....	...	...	1	...	...	...	...	...	...	1	...	1	2	...	2	...	43
44	Huntington.....	...	...	1	...	...	1	...	...	...	1	...	1	2	...	...	2	44
45	Buffalo and Williamsville Electric.....	...	...	...	...	...	...	...	...	...	...	...	...	9	2	...	9	45
46	Ogdensburg Street.....	1	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	46
47	Troy and New England.....	...	...	...	...	...	...	...	...	...	...	...	...	9	...	...	9	47
48	New Paltz, Highland and Poughkeepsie Traction.....	...	...	...	...	...	...	...	...	...	...	...	8	...	...	...	8	48
49	Plattsburgh Traction.....	1	...	...	...	...	1	...	...	...	1	...	2	1	...	...	1	49
50	Eastern New York.....	...	...	...	...	...	...	...	...	...	...	...	10	...	...	...	10	50
51	Rochester & Manitou.....	1	...	...	...	...	...	...	...	...	...	...	1	4	...	...	4	51
54	Port Jervis Traction.....	...	...	...	...	...	...	...	...	1	1	...	1	...	...	...	...	54
56	Penn Yan & Lake Shore <sup>5</sup> .....	...	...	...	...	...	...	...	...	...	...	...	6	...	...	...	6	56
57	Buffalo and Depcw.....	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	4	57
59	St. Lawrence International Electric Railroad & Land.....	...	...	...	...	...	...	...	...	...	...	...	5	...	...	...	5	59
60	Catskill Traction.....	...	...	...	...	...	...	...	...	...	...	...	5	...	...	...	5	60
61	Syracuse, Watertown and St. Lawrence River.....	...	...	...	...	...	...	...	...	...	...	...	8	...	...	...	8	61
62	Putnam and Westchester Traction.....	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	4	62
63	Suffolk Traction.....	...	...	...	...	...	...	...	1	...	1	...	1	...	...	...	...	63
64	Bahylon.....	...	...	...	...	...	...	...	...	...	...	...	12	...	...	...	12	64
67	Adirondack Lakes' Traction.....	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	4	67
68	Lima-Honeoye Light and Railroad.....	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	3	68
	Freeport.....	...	...	...	...	...	...	...	...	...	...	...	...	3	2	...	...	...
	Great South Bay Ferry.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...
	Totals.....	74	3	33	17	22	23	1	10	38	144	3	218	872	4	3	875	

<sup>1</sup> Only crossings on electric division of this corporation are shown; for grade crossings on steam division see Table 113.

<sup>2</sup> Only actual increase or decrease reported is shown; apparent discrepancies with published figures for 1913 are due to erroneous figures reported for that year by corporations indicated.

<sup>3</sup> The crossings of this corporation were reported in previous years by Ithaca Street Railway Company.

<sup>4</sup> The crossings of this corporation were reported in previous years by Geneva and Auburn Railway Company.

<sup>5</sup> The crossings of this corporation were reported in previous years by Penn Yan, Keuka Park and Branchport Railway.

TABLE 214: ACCIDENTS TO PERSONS FROM ELECTRIC RAILROAD OPERATIONS WITHIN THE STATE OF NEW YORK, YEAR ENDED JUNE 30, 1914

The heading "Killed" includes all cases resulting in death within 24 hours after the time of the accident. Accidents resulting in death later than 24 hours afterward are shown under the heading "Injured". Injuries to employees so slight as not to incapacitate the injured employee for more than three days during the ten days immediately following the accident are excluded. Only those corporations reporting accidents are included.

The corporations are named in the order of their average revenues from street and interurban railroad operations for the year ended June 30, 1914; for their names in alphabetic order and their ranking on the basis of railroad operating revenues see page 209.

Corp'n No.	Name of corporation	Resulting from movement of cars						Resulting from other causes				Total		Corp'n No.
		Passengers		Employees		Other persons		Employees		Other persons		Persons killed	Persons injured	
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured			
1	New York State Railways.....	3	459	.....	42	14	225	1	14	.....	48	18	788	1
2	International.....	2	73	1	5	25	139	1	3	.....	1	29	221	2
3	United Traction.....	1	318	.....	4	3	170	.....	.....	.....	36	4	528	3
4	Empire United Railways, Inc.....	.....	43	.....	4	5	3	.....	.....	.....	.....	5	50	4
5	Schenectady.....	1	10	2	.....	6	6	1	.....	.....	1	10	17	5
6	Buffalo and Lake Erie Traction.....	2	24	1	2	7	30	.....	.....	.....	.....	10	56	6
7	Hudson Valley.....	.....	3	.....	1	2	7	2	2	.....	.....	4	13	7
8	Yonkers.....	.....	22	.....	1	3	.....	.....	.....	.....	.....	3	23	8
9	Fonda, Johnstown and Gloversville.....	.....	2	1	4	2	11	.....	.....	.....	.....	3	17	9
10	Westchester Electric.....	.....	5	.....	.....	3	5	.....	2	.....	.....	3	12	11
11	Binghamton.....	.....	41	.....	1	2	16	.....	1	.....	.....	2	59	12
12	Western New York and Pennsylvania Traction.....	.....	1	.....	.....	.....	4	.....	.....	.....	.....	.....	5	13
13	Auburn and Syracuse Electric.....	.....	4	.....	2	1	2	.....	.....	.....	.....	1	8	14
14	Buffalo, Lockport and Rochester.....	1	23	.....	5	.....	1	.....	.....	.....	.....	1	29	15
15	New York, Westchester and Boston.....	.....	.....	.....	.....	2	3	4	18	.....	32	6	53	16
16	New York and Stamford.....	.....	58	.....	.....	.....	9	1	14	.....	19	1	100	17
17	Elmira Water, Light and Railroad.....	.....	3	.....	.....	1	8	.....	.....	.....	2	1	13	18
18	Jamestown Street.....	.....	.....	1	1	1	1	.....	.....	.....	.....	2	2	19
19	Albany Southern.....	.....	.....	.....	.....	.....	3	.....	.....	1	.....	1	3	20
20	Westchester Street.....	.....	18	.....	.....	.....	15	.....	.....	.....	.....	.....	33	22
21	Niagara Gorge.....	.....	2	.....	.....	1	.....	.....	.....	.....	.....	1	.....	23
22	Poughkeepsie City and Wappingers Falls Electric.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	24
23	Orange County Traction.....	.....	12	.....	.....	.....	2	.....	4	.....	.....	.....	18	25
24	Chautauqua Traction.....	.....	.....	2	.....	1	.....	.....	.....	.....	.....	1	2	26
25	Elmira, Corning and Waverly.....	.....	.....	.....	.....	.....	3	.....	.....	.....	.....	.....	3	27
26	Kingston Consolidated.....	.....	2	.....	.....	.....	1	.....	.....	.....	1	.....	4	28
27a	Ithaca Street 1.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	1	1	29a
27b	Ithaca Traction Corporation 2.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	2	29b
28	Syracuse and Suburban.....	.....	9	.....	.....	.....	6	.....	3	.....	.....	.....	18	30
29	Buffalo Southern.....	.....	5	.....	.....	.....	2	.....	1	.....	.....	.....	9	36
30	Cortland County Traction.....	.....	3	.....	.....	.....	3	.....	.....	.....	2	.....	8	37
31	Elmira and Seneca Lake Traction.....	1	15	.....	.....	.....	.....	.....	.....	.....	.....	1	15	39
32	Corning and Painted Post Street.....	.....	4	.....	.....	.....	1	.....	.....	.....	.....	.....	5	41
33	Huntington.....	.....	3	.....	.....	.....	1	.....	.....	.....	.....	.....	4	44
34	Buffalo and Williamsville Electric.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	45
35	Ogdensburg Street.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	46
36	Troy and New England.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	47
37	Plattsburgh Traction.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	49
38	Eastern New York.....	.....	.....	.....	.....	.....	2	.....	1	.....	.....	.....	3	50
39	Rochester & Manitou.....	.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	2	51
40	Glen Cove.....	.....	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	53
41	Port Jervis Traction.....	.....	4	.....	.....	.....	2	.....	1	.....	3	.....	10	54
42	Penn Yan & Lake Shore.....	.....	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	56
43	Nassau County.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	58
44	Suffolk Traction.....	.....	2	.....	.....	.....	.....	.....	.....	.....	1	.....	3	63
45	Northport Traction.....	.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	2	65
Totals.....		11	1,185	6	74	79	684	10	66	2	148	108	2,157	

<sup>1</sup> Report covers period July 1, 1913, to March 31, 1914; see statement Organization, etc.

<sup>2</sup> Report covers period April 1, 1914, to June 30, 1914; see statement Organization, etc.





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## LESSOR ELECTRIC RAILROAD CORPORATIONS

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Buffalo and Lackawanna Traction Company	Lima-Honeoye Electric Light and Railroad Company
Capitol Railway, The	Monroe County Electric Belt Line Railroad Company, The
Citizens Railroad, Light and Power Company	North River Railway Company, The
Cohoes Railway Company	Ontario Light and Traction Company
Dunkirk Street Railway Company	Rochester Electric Railway Company, The
East Side Traction Company	Shore Line Electric Railroad Company
Hoosick Falls Railroad Company, The	Suffern Railway Company
Johnstown, Gloversville and Kingsboro Horse Railroad Company	Troy and Cohoes Railroad Company
Lansingburgh and Cohoes Railroad Company	Waterford and Cohoes Railroad Company
Lewiston and Youngstown Frontier Railway Company, The	West Water Street Railroad Company

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Returns not tabulated; see statement Organization, etc.

Mount Beacon on Hudson Association, The



TABLE 201 L: BALANCE SHEET, LESSOR ELECTRIC

The figures given are for the corporation as a whole. The railroad of every corporation included in this table is located wholly within the State of New York.

Line No.	Buffalo & Lackawanna Traction	Capitol	Citizens Railroad, Light & Power	Cohoes	Dunkirk Street	East Side Traction	Hoosick Falls	Johnstown, Gloversville & Kingsboro Horse	Lausburgh & Cohoes	Lewiston & Youngstown Frontier	Lima-Honeoye Electric Light & Railroad	Monroe County Electric Belt Line	North River	Line No.
1	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	1
2	899	1	445	5,904	.....	.....	.....	1,250	.....	18,330	.....	190	.....	2
3	48,424	23	4,879	.....	.....	.....	.....	.....	.....	.....	.....	300	.....	3
4	65	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
5	.....	.....	13,500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
8	867,456	105,482	217,547	204,000	750,000	550,000	133,477	102,724	15,000	310,750	5,000	299,730	400,000	8
9	1208,933	.....	277,057	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	55,215	135	.....	.....	.....	.....	16,824	.....	.....	105,259	.....	.....	.....	10
11	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
12	1,180,991	105,642	513,427	209,904	750,000	550,000	150,301	103,974	15,000	434,338	5,000	300,220	400,000	12
13	80,991	95,642	58,579	.....	.....	.....	50,301	1,250	.....	150,338	.....	50,220	.....	13
14	1,000,000	.....	175,000	84,000	.....	250,000	.....	50,000	.....	150,000	.....	.....	200,000	14
15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
17	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17
18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18
19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19
20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
21	100,000	10,000	175,000	120,000	750,000	300,000	100,000	50,000	15,000	134,000	5,000	250,000	200,000	21
22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
23	.....	.....	104,848	5,904	.....	.....	.....	2,724	.....	.....	.....	.....	.....	23

<sup>1</sup> Includes \$149,203 unamortized debt discount and expense.

TABLE 202 L: INCOME AND PROFIT AND LOSS STATEMENT, LESSOR

The figures given are for the corporation as a whole. The railroad of every corporation included in this table is located wholly within the State of New York.

Line No.	Buffalo & Lackawanna Traction	Capitol	Citizens Railroad, Light & Power	Cohoes	Dunkirk Street	East Side Traction	Hoosick Falls	Johnstown, Gloversville & Kingsboro Horse	Lausburgh & Cohoes	Lewiston & Youngstown Frontier	Lima-Honeoye Electric Light & Railroad	Monroe County Electric Belt Line	North River	Line No.
1	Dollars	Dollars	Dollars	Dollars	.....	.....	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	.....	1
2	.....	1	0,000	.....	.....	.....	.....	6,600	1,050	.....	100	178	.....	2
3	.....	.....	.....	.....	.....	.....	.....	100	.....	.....	.....	178	.....	3
4	.....	1	9,000	.....	.....	.....	.....	6,500	1,050	.....	100	.....	.....	4
5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
6	.....	.....	10,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
7	Income account not reported	.....	760	Income account not reported	Income account not reported	Income account not reported	Income account not reported	.....	.....	.....	.....	.....	Income account not reported	7
8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
11	.....	.....	10,760	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
12	.....	1	19,760	.....	.....	.....	.....	6,500	1,050	.....	100	.....	.....	12
13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
14	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
15	.....	.....	9,500	.....	.....	.....	.....	2,500	.....	9,000	.....	.....	.....	15
16	.....	.....	700	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
17	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17
18	.....	.....	10,200	.....	.....	.....	.....	2,500	.....	9,000	.....	.....	.....	18
19	.....	1	9,560	.....	.....	.....	.....	4,000	1,050	9,000	100	.....	.....	19
20	43,471	136	104,028	15,217	Profit and loss account not reported	Profit and loss account not reported	16,824	2,724	.....	96,259	.....	.....	Profit and loss account not reported	20
21	.....	.....	.....	287	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
23	.....	.....	8,740	9,600	.....	.....	.....	4,000	1,050	.....	.....	.....	.....	23
24	11,744	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	.....	.....	24
25	55,215	135	104,848	5,904	.....	.....	16,824	2,724	.....	105,259	.....	.....	.....	25

## RAILROAD CORPORATIONS, JUNE 30, 1914

L. No.	Item	Ontario Light & Traction	Rochester Electric	Shore Line Electric	Suffern	Troy & Cohoes	Waterford & Cohoes	West Water Street	L. No.
		<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Cash.....	1,791			1,789		588		1
2	Other current assets.....	10,108		133	64				2
3	Materials and supplies.....	6,883							3
4	Investments:								
5	Free investments.....	26,400							4
6	Contractual fund investments.....								5
7	Mortgaged or pledged investments.....								6
8	Other bond investments.....								7
9	Cost of road and equipment.....	149,788	232,525	110,000	24,000	50,000	24,599	25,323	8
10	Other fixed capital.....	283,304							9
11	All other debit balances.....	7,102							10
	Corporate deficit.....			11,301				21,203	11
12	Total.....	485,375	232,525	121,434	25,853	50,000	25,187	46,526	12
13	Unfunded debt.....	170,279		121,434	92			21,526	13
14	Funded debt.....	189,000							14
15	Reserves:								
16	Permanent reserves.....								15
17	Contractual reserves.....								16
18	Accrued amortization of capital.....	10,046							17
19	Other required reserves.....								18
	Optional reserves.....	526							19
20	Capital stocks:								
21	Preferred.....								20
22	Common.....	100,000	200,000		24,000	50,000	25,000	25,000	21
23	All other credit balances.....								22
24	Corporate surplus.....	15,524	32,525		1,761		187		23

## ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914

Figures in *italics* denote losses during year and deficits.

L. No.	Item	Ontario Light & Traction	Rochester Electric	Shore Line Electric	Suffern	Troy & Cohoes	Waterford & Cohoes	West Water Street	L. No.
		<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Gross rents accrued from leased roads.....	6,010	32,729	133	662	3,500	1,750	531	1
2	Taxes chargeable to leased road.....				7				2
3	Administration expenses.....								3
4	Income from lease of road.....	6,010	32,729	133	655	3,500	1,750	531	4
5	Net revenue from operating other than railroad prop. .	11,874							5
6	Non-operating income:								
7	Other rents, credits.....	736							6
8	Dividends on stocks owned or controlled.....								7
9	Interest on bonds owned or controlled.....						21		8
10	Interest on other accounts.....								9
	All other non-operating income.....								10
11	Total non-operating income.....	736					21		11
12	Gross income.....	18,620	32,729	133	655	3,500	1,771	531	12
13	Income deductions:								
14	Rents accrued for lease of other road.....								13
15	Other rents, debits.....								14
16	Interest accrued on funded debt.....	7,490							15
17	Other interest accrued.....	9,471					9		16
	All other deductions.....	603							17
18	Total income deductions.....	17,564					9		18
19	Net corporate income.....	1,055	32,729	133	655	3,500	1,762	531	19
20	Surplus or deficit, June 30, 1913.....	15,539	32,525	11,652	1,106		175	21,734	20
21	Miscellaneous credits.....	35		217					21
22	Dividends declared:								
23	On preferred stock.....		32,729			3,500	1,750		22
24	On common stock.....								23
	Miscellaneous debits.....	1,106							24
25	Surplus or deficit, June 30, 1914.....	15,524	32,525	11,301	1,761		187	21,203	25



TABLE 203 L: INVESTMENTS, LESSOR ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914

The figures given are for the corporation as a whole. The railroad of every corporation included in this table is located wholly within the State of New York. Only those corporations are included which report investments.

Name of corporation and description of investment	Characteristics of securities held		Par value of amount held	Date of acquisition	Actual money cost	Book value	Income accrued during year
	Rate of int. or con. div.	Date of maturity					
Citizens Railroad, Light and Power:	%		Dollars		Dollars	Dollars	Dollars
Fishkill Electric Railway bonds.....	6	1915	11,000	Various	11,000	11,000	660
Southern Dutchess Gas and Electric bonds.....	5	1927	2,000	1906	2,000	2,000	100
Mount Beacon stocks.....					500	500	
Ontario Light and Traction:							
Canandaigua Gas Light stock.....			26,400	Jun 11, 1900	<sup>1</sup> .....	26,400	

<sup>1</sup> Cost included in purchase price paid for properties bought at foreclosure sale.

TABLE 204 L: COST OF ROAD AND EQUIPMENT, LESSOR ELECTRIC RAILROAD CORPORATIONS, JUNE 30, 1914

The figures given are for the corporation as a whole. The railroad of every corporation included in this table is located wholly within the State of New York.

Name of corporation	Total cost road and equipment	Length of road owned	Average cost road and equipment per mile owned
	Dollars	Miles	Dollars
Buffalo and Lackawanna Traction.....	867,456	4.38	198,049
Capitol.....	105,482	1.29	81,769
Citizens Railroad, Light and Power.....	217,547	2.53	85,987
Cohoes.....	204,000	6.25	32,640
Dunkirk Street.....	750,000	4.94	151,822
East Side Traction.....	550,000	6.44	85,404
Hoosick Falls.....	133,477	7.11	18,773
Johnstown, Gloversville and Kingsboro Horse.....	102,724	4.08	25,177
Lansingburgh and Cohoes.....	15,000	1.11	13,575
Lewiston and Youngstown Frontier.....	310,750	7.05	44,078
Lima-Honeoye Electric Light and Railroad.....	5,000	4.46	1,121
Monroe County Electric Belt Line.....	299,730	0.97	309,000
North River.....	400,000	1.72	232,558
Ontario Light and Traction.....	149,788	2.32	63,802
Rochester Electric.....	232,525	4.70	49,473
Shore Line Electric.....	110,000	1.46	75,342
Suffern.....	24,000	.66	36,364
Troy and Cohoes.....	50,000	3.58	13,966
Waterford and Cohoes.....	24,599	1.88	13,085
West Water Street.....	25,323	3.75	6,753

TABLE 205 L a: FUNDED DEBT, LESSOR ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914

The figures given are for the corporation as a whole. The railroad of every corporation included in this table is located wholly within the State of New York. The amount shown under "Par value authorized" is the amount already legally issued in addition to the amount which the respondent claims may be issued without further approval by state or other public authority. Only those corporations are included which report funded debt outstanding at some time during the year.

Name of corporation and securities outstanding	Amount of mortgage	Dates		Interest provisions		Par value		Interest		
		Authori- zation	Ma- turity	Rate	Dates payable	Author- ized for issue	Actually out- standing June 30, 1914	Accrued during year	Paid during year	Matured and unpaid at close of year
Buffalo and Lackawanna Traction:	Dollars			%		Dollars	Dollars	Dollars	Dollars	Dollars
First mortgage 20-yr. gold bonds.....	1,500,000	1909, 1912	1928	5	J & D	1,160,000	1,000,000	50,000	<sup>1</sup> 50,000	.....
Citizens Railroad, Light and Power:										
Citizens Street Ry. Co. 30-yr. mtge. bonds.....	75,000	1892	1922	6	A & O	75,000	75,000	4,500	4,500	.....
Citizens Railroad, Light and Power 20-yr. mtge. bonds <sup>2</sup> .....	100,000	1901	1921	5	F & A	100,000	100,000	5,000	5,000	.....
Cohoes:										
First mortgage 20-yr. gold bonds.....	85,000	1904	1924	5	J & J	85,000	84,000	<sup>3</sup> .....	<sup>3</sup> .....	.....
East Side Traction:										
First mortgage 30-yr. gold bonds.....	250,000	1899	1929	5	J & D	250,000	250,000	12,500	<sup>1</sup> 12,500	.....
Johnstown, Gloversville and Kingsboro Horse:										
Mortgage 20-yr. bonds.....	50,000	1913	1933	5	J & J	50,000	50,000	2,500	2,500	1,250
Lewiston and Youngstown Frontier:										
First mortgage 20-yr. gold bonds.....	150,000	1896	1916	6	J & D	150,000	150,000	9,000	.....	144,310
North River:										
First mortgage 50-yr. bonds.....	500,000	1902	1952	5	J & J	200,000	200,000	<sup>4</sup> .....	<sup>4</sup> .....	.....
Ontario Light and Traction:										
Canandaigua Electric Light & R.R. Co. 1st mtge. 30-yr. bonds.....	150,000	.....	1927	3.5	J & J	150,000	150,000	5,250	5,250	} 3,675
Canandaigua Electric Light & R.R. Co. 1st mtge. 30-yr. bonds.....	50,000	.....	1927	6	J & J	44,500	35,000	2,100	2,100	
Ontario Light and Traction 1st mtge. 26-yr. bonds.....	10,000	.....	1927	3.5	M & N	10,000	4,000	140	140	
Totals.....							2,098,000	90,990	81,990	149,235

<sup>1</sup> Interest paid by lessee direct to bondholders.

<sup>2</sup> First lien on electric plant and second lien on railroad.

<sup>3</sup> All bonds are owned by United Traction Co.; no interest is accrued or paid.

<sup>4</sup> All bonds are owned by Hudson Valley Railway Co.; no interest is accrued or paid.

TABLE 205 L b: FUNDED DEBT ISSUED OR ASSUMED, LESSOR ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914

During the year ended June 30, 1914, no lessor electric railroad corporation issued or assumed any funded debt.

TABLE 206 L a: CAPITAL STOCKS, LESSOR ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914

The figures given are for the corporation as a whole. The railroad of every corporation included in this table is located wholly within the State of New York. "Par value authorized for issue" is given as reported by the corporations concerned; it is evident, however, that in some cases the amount reported is that specified in the certificate of incorporation and not the par value of capital stock that on June 30, 1914, might be issued without further authority. Stock not otherwise specifically described is common.

Name of corporation	Par value		Cash realized on amount issued	Par value actually outstanding June 30, 1914	Dividends declared during year	
	Authorized for issue	Amount actually issued			Rate	Amount
	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>%</i>	<i>Dollars</i>
Buffalo and Lackawanna Traction.....	100,000	100,000	50,000	100,000	.....	.....
Capitol.....	10,000	10,000	10,000	10,000	.....	.....
Citizens Railroad, Light and Power.....	175,000	175,000	<sup>1</sup> .....	175,000	<sup>4</sup> 5	8,740
Cohoes.....	120,000	120,000	<sup>2</sup> .....	120,000	8	9,600
Dunkirk Street.....	750,000	750,000	<sup>3</sup> 40,000	750,000	.....	.....
East Side Traction.....	300,000	300,000	300,000	300,000	.....	.....
Hoosick Falls.....	100,000	100,000	<sup>5</sup> .....	100,000	.....	.....
Johnstown, Gloversville and Kingsboro Horse.....	50,000	50,000	<sup>6</sup> 40,000	50,000	8	4,000
Lansingburgh and Cohoes.....	15,000	15,000	15,000	15,000	7	1,050
Lewiston and Youngstown Frontier.....	150,000	134,000	<sup>7</sup> .....	134,000	.....	.....
Lima-Honeoye Electric Light and Railroad.....	5,000	5,000	.....	5,000	.....	.....
Monroe County Electric Belt Line.....	250,000	250,000	<sup>9</sup> .....	250,000	.....	.....
North River.....	200,000	200,000	.....	200,000	.....	.....
Ontario Light and Traction.....	100,000	100,000	<sup>8</sup> .....	100,000	.....	.....
Rochester Electric.....	200,000	200,000	200,000	200,000	16.36	32,729
Suffern.....	24,000	24,000	24,000	24,000	.....	.....
Troy and Cohoes.....	50,000	50,000	50,000	50,000	7	3,500
Waterford and Cohoes.....	25,000	25,000	25,000	25,000	7	1,750
West Water Street.....	25,000	25,000	25,000	25,000	.....	.....
Totals.....	.....	2,633,000	.....	2,633,000	.....	61,369

<sup>1</sup> Issued to stockholders of constituent companies.<sup>2</sup> Issued on reorganization.<sup>3</sup> Remainder issued for construction.<sup>4</sup> 5% on \$174,800 par value, excluding shares outstanding but not located.<sup>5</sup> Issued for acquisition of all property, rights, and franchises formerly belonging to Bennington and North Adams Street Railway Co. situated within the State of New York, which was sold under foreclosure September 24, 1910.<sup>6</sup> \$10,000 issued for stock dividend.<sup>7</sup> Issued as bonus to purchasers of bonds.<sup>8</sup> Stock and bonds issued in payment of electric light and railway properties of consolidated companies.<sup>9</sup> Issued account of constructed road.

TABLE 206 L b: CAPITAL STOCKS ISSUED, LESSOR ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914

During the year ended June 30, 1914, no lessor electric railroad corporation issued any capital stock.



TABLE 207 L: TERMINI, MILEAGE, AND LEASEHOLD CONDITIONS, LESSOR ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1914

This table comprises all railroads lying wholly or partly in the State of New York operated by another than the owning company under any form of contract which gives the operating company the right of exclusive possession, including possession through ownership of capital stock.

Name of owning corporation	Road owned but in possession of another		Name of present possessor	Date of expiration of lease	Rent accrued to lessor during year ended June 30, 1914 <sup>1</sup>		Remarks
	Termini	Length of road			Amount	Basis on which determined	
Buffalo and Lackawanna Traction.	Washington and Clinton Sts., South Buffalo—South city line.	Miles 4.38	Buffalo and Lake Erie Traction Co.	Jun 18, 2905	Dollars .....	Interest on funded debt, \$500 yearly administrative expenses.	Controlled by lessee through stock ownership.
Capitol.....	Lark St.—Second Ave., Albany.	1.29	United Traction Co..	Corporate existence lessor.	1	Flat sum.....	Lessee owns entire capital stock.
Citizens Railroad, Light and Power.	Hudson River—Mount Beacon.	2.53	Fishkill Electric Ry. Co.	Year to year	9,000	Flat sum.	
Cohoes.....	26th St., Watervliet—Cohoes, and Belt Line "C" in Cohoes.	6.25	United Traction Co..	Dec 17, 2003	.....	<sup>2</sup> .....	Lessee owns entire capital stock.
Dunkirk Street.....	In city of Dunkirk...	4.94	Buffalo and Lake Erie Traction Co.	.....	.....	.....	Operated by Buffalo and Lake Erie Traction Co. by virtue of ownership of entire capital stock.
East Side Traction.....	East Syracuse—James St., Syracuse, and branch.	6.44	New York State Rys.	Jun 1, 1998	12,500	Interest 5% on \$250,000 funded debt.	Lessee owns entire stock.
Hoosick Falls.....	Hoosick Falls, N. Y.—New York-Vermont state line.	7.11	Berkshire St. Ry. Co.	Feb 1, 2012	.....	.....	"As often as The Vermont Co. (assignor of lease to present holders) pays a dividend upon its own capital stock, a sum equal to the amount of such dividend paid upon one share of The Vermont Co. stock multiplied by the number of shares of the Hoosick Falls Railroad Co." shall be paid to the latter.
Johnstown, Gloversville and Kingsboro Horse.	Fulton St., Gloversville—Madison St., Johnstown.	4.08	Fonda, Johnstown and Gloversville R.R. Co.	Jan 1, 2893	6,600	Interest on \$50,000 funded debt, dividends 8% on \$50,000 capital stock, \$100 administrative expenses.	
Lansingburgh and Cohoes....	Lansingburgh (Troy)—Cohoes.	1.11	United Traction Co..	Corporate existence lessor.	1,050	Flat sum.....	Lease acquired by consolidation of Troy City Ry. Co.
Lewiston and Youngstown F..	Lewiston—Youngstown.	7.05	Niagara Gorge R.R. Co.	Upon notice.	.....	.....	Lessee owns entire capital stock and all funded debt.
Lima-Honeoye Electric Light and Railroad.	Lima—Honeoye Falls.	4.46	Lima-Honeoye Light and R.R. Co.	Jul 6, 1915	100	Flat sum.	
Monroe County Electric Belt Line.	Main St., Fairport—Basket Road, town of Perinton.	0.97	Empire United Rys., Inc.	.....	178	.....	Line operated by respondent's affiliated company, Empire United Railways, Inc. There appears to be no formal lease, but it is reported that the operating corporation paid the owning corporation for the use of tracks, \$178 during the year ended June 30, 1914, being an amount equal to the taxes on the property.
North River.....	In village of Saratoga Springs.	1.72	Hudson Valley Ry. Co.	Jan 1, 1952	.....	Interest 5% on \$200,000 funded debt, 4% dividends on \$200,000 capital stock.	Lessee owns entire capital stock and all funded debt.
Ontario Light and Traction..	In city of Cauandigua.	2.32	New York State Rys.	Year to year	6,010	Flat sum.....	Annual rental includes \$250 for taxes.
Rochester Electric.....	Ridge Road, Rochester—Village of Charlotte.	4.70	New York State Rys.	Jun 30, 1944	32,729	8% on \$200,000 capital stock, 25% of gross receipts in excess of \$55,000.	Lease acquired by the consolidation of Rochester Ry. Co.
Shore Line Electric.....	Mamaroneck Av. and Boston Post Road in village of Mamaroneck—north-westerly line of village of Larchmont.	1.46	Westchester Street R.R. Co.	.....	133	Flat sum.....	
Suffern.....	New York-New Jersey state line—Lafayette St., in village of Suffern.	0.66	North Jersey Rapid Transit Co.	Upon notice.	662	Five cents per car-mile.	
Troy and Cohoes.....	Troy—Cohoes.....	3.58	United Traction Co..	Corporate existence lessor.	3,500	Flat sum.....	Lease acquired by consolidation of Troy City Ry. Co.
Waterford and Cohoes.....	Waterford—Cohoes.	1.88	United Traction Co..	Feb 10, 2383	1,750	7% on \$25,000 capital stock.	Lease acquired by consolidation of Troy City Ry. Co.
West Water Street.....	Main and Water Sts.—Clark's Glen.	3.75	Elmira Water, Light and R.R. Co.	Apr 26, 2898	531	7½% of net earnings..	Lease acquired by purchase of property rights and franchises of Maple Ave. R.R. Co.

<sup>1</sup> Unless otherwise specified, all taxes and operating expenses are paid by lessee.

<sup>2</sup> Maintenance of tracks and roadway, payment of all taxes and assessments, and all interest on bonded indebtedness.

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## EXPRESS COMPANIES

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The figure following the name gives the order in which the corporation appears in the tables:

Adams Express Company.....	2	National Express Company. <sup>1</sup>	
American Express Company.....	1	United States Express Company.....	4
Canadian Express Company.....	5	Wells Fargo and Company.....	3
Electric Express Company.....	6		

<sup>1</sup> Included only in Supplemental Statement.



TABLE 601: BALANCE SHEET, EXPRESS COMPANIES, JUNE 30, 1914

The figures given are for the company as a whole; they are not segregated according to state lines.  
Figures in *italics* denote credit balances on the assets side or debit balances on the liabilities side.

L. No.	Item	American	Adams	Wells Fargo	United States	Canadian	Electric	L. No.
		1	2	3	4	5	6	
		<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Gross investment in real property and equipment.....	13,457,759	7,158,804	7,072,469	3,620,751	1,738,910	6 198	1
2	Reserve for accrued depreciation, Cr.....	1,766,107	1,340,677	1,577,679	1,020,327			2
3	Net investment in real property and equipment.....	11,691,652	5,818,127	5,494,790	2,600,424	1,738,910	6 198	3
4	Other permanent investments.....							4
5	Securities of system corporations.....	288,781	11,503	10,000	100,000			5
6	Advances to system corporations.....				2,588,998			6
7	Physical property.....	1,922,673	103,602	2,261,741	758,678			7
8	Other securities.....	11,698,945	30,732,253		45,290			8
9	Cash.....	3,947,508	1,722,795	5,957,124	557,761	177,684	20,060	9
10	Securities issued or assumed, held in treasury.....	481,000	18,390,100					10
11	Marketable securities.....		336,884	20,620,246	4,699,781			11
12	Miscellaneous bills and accounts receivable.....	13,366,884	2,423,959	2,065,988	1,037,536	349,015	2,580	12
13	Materials and supplies.....	222,579	91,456	199,451	50,123	3,290		13
14	Other working assets and accrued income.....	274,686	322,770	347,807	127,005			14
15	Deferred debit items.....	314,372	620,425	1,517,721	454,218		47	15
	Profit and loss, balance.....						11,071	
16	Totals.....	44,209,086	67,990,339	38,474,867	13,019,814	2,268,899	33,956	16
17	Capital stock.....	18,000,000	12,000,000	23,967,400	10,000,000	1,742,200	25,000	17
18	Permanent debt.....		36,000,000					18
19	Working and accrued liabilities.....	19,690,474	7,316,928	7,373,052	2,016,150	526,699	8,956	19
20	Deferred credit items.....	642,682	969,956	173,200	396,507			20
21	Appropriated surplus.....							21
22	Additions to property through income since June 30, 1908.....							22
23	Other reserves from income or surplus.....		4,793,893					23
	Profit and loss, balance.....	5,875,930	6,909,564	6,961,216	607,157			

<sup>1</sup> Respondent is an unincorporated joint stock association; but for convenience reports on the liabilities side of the balance sheet at a nominal par value the shares representing the beneficial interest of its members.

<sup>2</sup> Includes \$22,557 foreign department furniture, fixtures, and good will.

<sup>3</sup> Includes \$1,916,000 par value of company's own shares, and \$16,474,000 par value of collateral trust bonds.

<sup>4</sup> Includes \$1,291,012 "charters, contracts, good will, etc."

<sup>5</sup> Par value of respondent's own shares.

<sup>6</sup> Includes \$27 "corporate rights and franchises".

TABLE 602: INCOME AND PROFIT AND LOSS STATEMENT, EXPRESS COMPANIES, YEAR ENDED JUNE 30, 1914

The figures given are for the company as a whole; they are not segregated according to state lines.  
Figures in *italics* denote losses during year or deficits.

L. No.	Item	American	Adams	Wells Fargo	United States	Canadian	Electric	L. No.
		1	2	3	4	5	6	
		<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Gross receipts from express operations.....	45,102,949	33,613,442	31,862,933	19,639,943	3,450,246	127,885	1
2	Express privileges, Dr.....	22,151,806	17,532,432	15,816,159	9,716,447	1,666,473	42,552	2
3	Express operating revenues.....	22,951,143	16,081,010	16,046,773	9,923,496	1,783,773	85,333	3
4	Express operating expenses.....	23,214,575	16,842,653	14,600,091	10,478,836	1,661,834	65,397	4
5	Net operating revenue, express.....	263,432	761,643	1,446,683	555,339	121,939	19,936	5
6	Revenues from outside operations.....		173,986	219,588		21,069		6
7	Expenses of outside operations.....		238,857	191,682		15,242		7
8	Net revenue from outside operations.....		64,871	27,905		5,827		8
9	Total net revenues.....	263,432	826,514	1,474,588	555,339	127,766	19,936	9
10	Taxes accrued.....	381,338	203,743	402,426	133,676	38,949	1,200	10
11	Operating income.....	644,770	1,030,256	1,072,162	689,015	88,816	18,736	11
12	Other income:							12
13	Separately operated properties, profit.....	306,611	642,471	411,373	15,714			13
14	Dividends declared on stocks owned or controlled.....	199,596	1,068,997	574,535	189,631			14
15	Interest accrued on funded debt owned or controlled.....	61,422	4,411	76,342	15,003			15
16	Income from investments in physical property.....	50,996	90,431	224,045	169,564			16
17	Miscellaneous income.....							17
18	Total other income.....	618,625	1,806,311	1,286,296	389,911			18
19	Gross corporate income.....	26,144	776,055	2,358,457	299,104	88,816	18,736	19
20	Deductions from gross corporate income:							20
21	Separately operated properties, loss.....		12,179		54,495			21
22	Interest accrued on funded debt.....		784,372					22
23	Other interest.....	142,663	94,402					23
24	Other deductions.....	31,944	36,386	13,862	27,011		6,842	24
25	Total deductions from gross income.....	174,607	927,339	13,862	81,506			25
26	Net corporate income.....	200,751	151,285	2,344,595	380,610	88,816	11,893	26
27	Disposition of net corporate income:							27
28	Dividends declared out of income.....			1,917,392				28
29	Appropriations for additions and betterments.....							29
30	Balance for year carried forward to profit and loss.....	200,751	151,285	427,203	380,610		11,893	30
31	Balance profit and loss, June 30, 1913.....	19,298,461	26,292,108	6,673,623	1,186,895		21,636	31
32	Additions for year:							32
33	Profit on sales of securities and real estate investments.....	64,757	376,162	34,114	272			33
34	Other additions.....	1,422,160	27,501	4,524	17,800		7	34
35	Deductions for year:							35
36	Dividends declared out of surplus.....	1,400,800	907,560					36
37	Loss on sales of securities and real estate investments.....	3,083,943						37
38	Other deductions.....	3,223,955	18,727,363	178,248	217,199		1,336	38
39	Balance, profit and loss, June 30, 1914.....	5,875,930	6,909,564	6,961,216	607,157		11,071	39

<sup>1</sup> Includes \$274,385 "Value of real estate, buildings, and mortgage loan receivable taken over from Westcott Express Company"; and \$122,500 "Value of Wells Fargo and Company's stock received by American Express Company as their proportionate share of the distribution made to shareholders".

<sup>2</sup> Includes \$3,077,930 "Adjustment of book values of securities owned by company".

<sup>3</sup> Includes \$9,000,000 "Distribution to shareholders of Wells Fargo and Company's stock held by company".

<sup>4</sup> Includes \$12,000,000 "Capital of the association" not heretofore recognized as a liability; \$5,000,000 "Contingent reserve account"; and \$1,619,751 "Difference between the cost and par value of Adams Express Company's shares held by the Association".

<sup>5</sup> Turned over to Grand Trunk Railway Company of Canada, owner of entire capital stock.

TABLE 603: INVESTMENTS, EXPRESS COMPANIES, YEAR ENDED JUNE 30, 1914

The figures given are for the company as a whole; they are not segregated according to state lines. Only those corporations are included which report holdings at any time during the year which are classed on the balance sheet statement as "Other permanent investments" and "Marketable securities". Figures in *italics* in last column represent reported debits instead of credits to the year's income.

Name of corporation and class of investment	Par value of amount held		Book value	Rate of dividend or interest	Income accrued during year
	Unpledged	Pledged			
	Dollars	Dollars	Dollars	%	Dollars
<b>American:</b>					
<i>Securities of system corporations:</i>					
<i>Stocks:</i>					
American Express Co. (Societa Anomina Italiana).....	48,250		48,781		
American Express Co. (mit beschränkter Haftung).....	476,000		240,000		
New England Despatch Co.....	25,000		1		
Totals.....			288,781		
<i>Miscellaneous investments in physical property:</i>					
Real estate in Albany, N. Y.....			20,385		223
Real estate in Brooklyn, N. Y.....			14,000		208
Real estate in Buffalo, N. Y.....			258,000		7,500
Real estate in New York city.....			1,630,293		53,314
Income from real estate disposed of during year.....					177
Totals.....			1,922,678		61,422
<i>Miscellaneous investments in securities:</i>					
<i>Stocks:</i>					
Intercolonial Express Co.....	33,300		1,000		
National Express Co.....	499,300		100,981		
Westcott Express Co. com.....	500,000		500,000	10	50,000
Westcott Express Co. pref.....	150,000		150,000	10	15,000
Wells Fargo and Co.....	212,500		212,500	8	17,000
Chicago and Northwestern Ry. Co. com.....	575,000		747,500	7	40,250
Chicago and Northwestern Ry. Co. pref.....	300,000		555,000	8	24,000
Chicago, St. Paul, Minneapolis and Omaha Ry. Co. pref.....	100,000		140,000	7	7,000
Central Vermont R.R. Co. pref.....	25,000		1,000		
Kansas City, Mexico and Orient R.R. Co. com.....	20,000		100		
Kansas City, Mexico and Orient R.R. Co. pref.....	170,000		100		
New York, New Haven and Hartford R.R. Co.....	5,132,400		3,849,300	1.5	76,986
Manhattan Beach Estates.....	4,800		1		
New York Central and Hudson River R.R. Co.....	1,000,000		950,000	5	50,000
United States Hotel, Saratoga, N. Y.....	5,541		1		
Commercial Vehicle Co.....	2,750		1	50	1,375
Income on stock disposed of during year.....					25,000
Totals.....			7,207,484		306,611
<i>Bonds:</i>					
Atchison, Topeka and Santa Fe Ry. Co. gen. mtge.....	38,000		34,960	4	1,520
Atchison, Topeka and Santa Fe Ry. Co. gen. mtge.....	162,000		150,660	4	6,480
Bangor and Aroostook R.R. Co. consol. refdg.....	72,000		50,400	4	2,880
Baltimore and Ohio R.R. Co. prior lien.....	100,000		90,000	3.5	3,500
Cleveland, Cincinnati, Chicago and St. Louis R.R. Co. gen. mtge.....	100,000		92,000	4	4,000
Cincinnati, Indianapolis, St. Louis and Chicago R.R. Co. 1st mtge.....	200,000		180,000	4	8,000
Cincinnati, Indianapolis, St. Louis and Chicago R.R. Co. 1st mtge.....	200,000		180,000	4	8,000
Chicago and Western Indiana R.R. Co. gen. mtge.....	59,000		62,884	6	3,580
Chicago and Northwestern R.R. Co. sink. fund 1879.....	189,000		197,778	5	9,479
Chicago and Northwestern R.R. Co. sink. fund 1879.....	284,000		294,553	5	14,317
Chicago and Northwestern R.R. Co. ex. 1886.....	422,000		405,120	4	16,880
Chicago and Northwestern R.R. Co. ex. 1886.....	271,000		257,450	4	10,840
Chesapeake and Ohio R.R. Co. gen. mtge.....	150,000		144,000	4.5	6,750
Interborough Rapid Transit Co. 1st mtge.....	62,000		59,536	5	3,100
Kansas City, Mexico and Orient R.R. Co. 1st mtge.....	167,500		33,500		
Kansas City, Mexico and Orient R.R. Co. 2-year gold.....	8,000		8,000		
Louisville and Nashville R.R. Co. unified mtge.....	150,000		141,000	4	6,000
Long Island R.R. Co. unified mtge.....	100,000		88,000	4	4,000
Manhattan Beach Estates 2nd mtge.....	23,000		23,000	6	1,404
Michigan Central R.R. Co. (Air Line) 1st mtge.....	100,000		90,000	4	4,000
New York Central and Hudson River R.R. Co. Lake Shore col.....	500,000		406,250	3.5	17,500
New York Central and Hudson River R.R. Co. Michigan Central col.....	500,000		380,000	3.5	17,500
Northern Pacific R.R. Co. prior lien and land grant.....	150,000		141,000	4	6,000
St. Paul and Northern Pacific Ry. Co. gen. mtge.....	50,000		55,722	6	3,000
Southern Ry. Co. 1st consol.....	250,000		259,856	5	12,500
Union Pacific R.R. Co. land grant, 1st mtge.....	300,000		288,000	4	12,000
United States Government.....	50,000		50,482	3	1,500
West Shore R.R. Co. 1st mtge.....	250,000		235,000	4	10,000
Prussian State Consolidated 1905, 1906.....			24	3.5	7
Prussian State Dehture 1889.....			440	3.5	17
Prussian State Loan 1886.....			340	3.5	12
Prussian State Loan 1881, 1882.....	2,404		448	3.5	17
Prussian State Loan 1908.....			246	4	9
German Empire Bond.....			239	4	10
German Imperial Loan 1909.....			610	4	24
Titres de Rentes French Government.....			2,932	3	90
Western R.R. of France.....	3,571		465	3	20
Income on bonds disposed of during year.....					4,667
Totals.....			4,404,895		199,596
<i>Miscellaneous securities:</i>					
Real estate mortgage, 31-33 North Pearl St., Albany, N. Y.....			5,000	5	250
Real estate mortgage, Fifth ward, Richmond borough, New York.....			3,775	5	189
Real estate mortgage, Union Place, Kansas City Mo.....			6,000	6	400
Real estate mortgage, St. Clair St., Cleveland, Ohio.....			29,000	5	1,462
Real estate mortgage, Deepwater, Texas.....			2,465	7	173
Real estate mortgage, 61 West 125th St., New York city.....			40,000	4.5	500
Membership in New York Produce Exchange.....			325		
Totals.....			86,565		2,974
Total investments.....			13,910,404		570,603
<b>Adams:</b>					
<i>Securities of system corporations:</i>					
<i>Stocks:</i>					
Dodd and Childs Express Co.....	10,000		10,000	40	4,000
Manhattan Delivery Co.....	50,000		1		
New York and Boston Despatch Express Co.....	100,000		1		
Morris European and American Express Co. Ltd.....	1,000		1,000		
New England Express.....	125		1		
Adams Vehicle Co.....	500		500		
Totals.....			11,503		4,000



TABLE 603: INVESTMENTS, EXPRESS COMPANIES, YEAR ENDED JUNE 30, 1914 (continued)

The figures given are for the company as a whole; they are not segregated according to state lines. Only those corporations are included which report holdings at any time during the year which are classed on the balance sheet statement as "Other permanent investments" and "Marketable securities". Figures in *italics* in last column represent reported debits instead of credits to the year's income.

Name of corporation and class of investment	Par value of amount held		Book value	Rate of dividend or interest	Income accrued during year
	Unpledged	Pledged			
	Dollars	Dollars	Dollars	%	Dollars
<b>Adams (continued):</b>					
<i>Miscellaneous investments in physical property:</i>					
Real estate in New York city.....			47,000	.....	1,535
Colorado Mining property.....			7,919	.....	<sup>22</sup>
Real estate in Jersey City, N. J.....			46,183	.....	2,796
Real estate in Atlantic City, N. J.....			2,500	.....	103
<b>Totals.....</b>			103,602	.....	4,411
<i>Miscellaneous investments in securities:</i>					
<i>Stocks:</i>					
Adams Express Building Co.....	500,000		1	.....	
Adams Land and Building Co.....	3,000	1,300,000	1,303,000	.....	
American Exchange National Bank.....		212,500	478,125	10	21,250
American Express Co.....		100,000	200,000	8	8,000
American Smelting and Refining Co. com.....		50,000	57,500	4	2,000
American Woolen Co. pref.....		118,100	94,480	7	8,267
Baltimore and Ohio R.R. Co. com.....		140,300	126,270	6	8,418
Bank of America.....		20,000	100,000	28	5,600
Bank of Manhattan Co. of the City of New York.....		5,450	15,805	15	817
Boston and Albany R.R. Co.....		60,000	120,000	8.75	5,250
Chicago, Milwaukee and St. Paul Ry. Co. com.....		200,100	250,125	5	10,005
Chicago, Milwaukee and St. Paul Ry. Co. pref.....		325,000	487,500	7	22,750
Citizens Central National Bank.....		10,000	14,000	8	800
Commercial Trust Co., Philadelphia.....		10,000	35,000	16	1,600
Delaware and Hudson Co.....		100,000	165,000	9	9,000
Erie R.R. Co. first pref.....		260,000	140,400	.....	
First National Bank, First Security Co.....		49,400	296,400	50	24,700
Franklin National Bank, Philadelphia.....		40,000	110,000	16	6,400
Gold and Stock Telegraph Co.....		10,000	10,000	6.67	667
Hanover National Bank.....		40,200	190,950	17	6,834
Hollywood Hotel and Cottage Co.....	100,000		1	.....	
Importers and Traders National Bank.....		10,000	52,500	24	2,400
International Ocean Telegraph Co.....		18,900	18,900	6	1,134
Iowa Central Ry. Co. com.....		191,000	28,650	.....	
MacKay Companies com.....		29,800	19,370	5	1,490
MacKay Companies pref.....		200,000	130,000	4	8,000
Manufacturers and Traders National Bank, Buffalo.....		20,000	50,000	24	4,800
Mechanics and Metals National Bank.....		5,000	11,250	12	600
Mercantile National Bank.....		22,400	50,400	.....	
Merchants National Bank.....		32,500	50,375	8	2,600
Minneapolis and St. Louis R.R. Co. pref.....		100,000	75,000	.....	
National Bank of Commerce, Louisville.....		10,000	19,000	10	1,000
National Bank of Commerce, New York.....		17,500	28,000	8	1,400
Pennsylvania R.R. Co.....		3,210,000	3,523,633	6	192,600
Southern Express Co.....		650,000	975,000	8	52,000
Southern Ry. Co. pref.....		100,000	55,000	5	5,000
Wells Fargo and Co. Express.....		25,000	.....	8	2,000
<b>Totals.....</b>			9,281,635	.....	417,383
<i>Bonds:</i>					
Adams Express Building Co. 1st mtge. 1962.....	5,000,000		5,000,000	6	181,350
Adams Express Building Co. 2nd mtge. income 1962.....		3,400,000	1,756,046	6	170,000
Adams Land and Building Co. note.....		700,000	700,000	6	42,000
Alabama Great Southern R.R. Co. 1st mtge. 1927.....		84,000	86,100	5	4,200
Atchison, Topeka and Santa Fe Ry. Co. conv. gold 1917.....		44,000	44,880	5	2,200
Atchison, Topeka and Santa Fe Ry. Co. Short Line 1st mtge. 50-year 1958.....		600,000	568,250	4	24,000
Atlantic City R.R. Co. 1st mtge. 1951.....		265,000	259,700	4	10,600
Atlantic Coast Line, Louisville and Nashville col. trust 1952.....		200,000	196,250	4	8,000
Baltimore and Ohio R.R. Co., Cincinnati, Hamilton and Dayton 1st and refdg. mtge. 1959.....		500,000	439,987	4	20,000
Baltimore and Ohio R.R. Co., Pittsburgh, Lake Erie and West Virginia refdg. mtge. 1941.....		390,000	366,545	4	15,600
Birmingham Terminal Co. 1st mtge. 50-year guaranteed 1957.....		150,000	132,375	4	6,000
Boonville R.R. Bridge 1st sink. fund guaranteed 1951.....		15,000	13,941	4	600
Brooklyn Union Elevated R.R. Co. 1950.....		10,000	10,375	5	500
Chamber of Commerce Building Fund.....	5,000		500	1	50
Chesapeake and Ohio Ry. Co. Big Sandy 1st mtge. 1944.....		741,000	689,610	4	29,640
Chesapeake and Ohio Ry. Co. eqpt. gold notes 1914-1915.....		80,000	73,600	4	3,200
Chesapeake and Ohio Ry. Co. gen. mtge. 1992.....		260,000	280,785	4.5	11,700
Chesapeake and Ohio Ry. Co. Virginia and West Virginia terminal 1st mtge. 1922.....		25,000	31,813	6	1,500
Chesapeake and Ohio Ry. Co. Craig Valley Branch 1st mtge. 1940.....		46,000	50,495	5	2,300
Chicago and Eastern Illinois R.R. Co. refdg. and impt. mtge. 50-year 1955.....		300,000	257,875	2	6,000
Chicago, Milwaukee and St. Paul Ry. Co. 25-year 1934.....		328,000	282,080	4	13,120
Chicago, Rock Island and Pacific Ry. Co. 1st and refdg. mtge. 1934.....		300,000	275,000	4	12,000
Chicago and Western Indiana R.R. Co. consol. mtge. 50-year 1952.....		400,000	382,750	4	16,000
Chicago Great Western R.R. Co. 1st mtge. 50-year 1959.....		325,000	288,937	4	12,500
Cincinnati, Richmond and Fort Wayne R.R. Co. 1st mtge. 1921.....		50,000	61,140	7	3,500
Cleveland Terminal and Valley R.R. Co. 1st mtge. 1995.....		100,000	99,750	4	4,000
Consolidated Ry. Co. 1st debentures 1954.....		100,000	91,500	4	4,000
Erie R.R. Co. general lien 1996.....		375,000	284,875	4	15,000
Erie R.R. Co. prior lien 1996.....		90,000	85,050	4	3,600
Erie R.R. Co. Pennsylvania col. 50-year 1951.....		100,000	94,500	4	4,000
Erie R.R. Co. consol. mtge. 1920.....		100,000	129,875	7	7,000
Georgia R.R. and Banking Co. refdg. deb. 40-year 1947.....		100,000	94,375	4	4,000
Hocking Valley Ry. Co. 1st consol. mtg. 1999.....		100,000	104,000	4.5	4,500
Iowa Central Ry. Co. 1st and refdg. mtge. 1951.....		100,000	95,125	4	4,000
Interborough-Metropolitan Co. col. trust 1956.....		214,000	149,800	4.5	9,630
Lake Shore and Michigan Southern Ry. Co. 25-year 1931.....		1,459,000	1,352,365	4	58,360
Long Island R.R. Co., North Shore Branch 1st consol. mtge. 1932.....		100,000	90,000	5	5,000
Louisville and Nashville R.R. Co. unified mtge. 50-year 1940.....		100,000	101,000	4	4,000
Louisville and Nashville R.R. Co. Southern Monon col. joint mtge. 50-year 1952.....		200,000	195,000	4	8,000
Louisville and Nashville R.R. Co. Atlanta, Knoxville and Cincinnati Div. mtge. 1955.....		325,000	307,063	4	13,000
Louisville and Jefferson Bridge Co. 1st mtge. 1945.....		25,000	24,875	4	1,000
Michigan Central R.R. Co. 20-year deb. 1929.....		320,000	299,600	4	12,800
Minneapolis and St. Louis R.R. Co. 1st and refdg. mtge. 1949.....		150,000	145,500	4	6,000
Minneapolis and St. Louis R.R. Co. Pacific Extension 1st mtge. 40-year 1921.....		30,000	37,800	6	1,800
Mississippi Central R.R. Co. 1st mtge. 1949.....		200,000	191,250	5	10,000
Missouri, Kansas and Texas Ry. Co. St. Louis Div. 1st mtge. refdg. gold 2001.....		50,000	38,500	4	2,000
Missouri, Kansas and Texas Ry. Co. 1st refdg. mtge. 2004.....		200,000	171,000	4	8,000
Mutual Terminal Co. of Buffalo 1st mtge. sink. fund 20-year 1924.....		100,000	97,000	4	4,000
New Orleans Terminal Co. 1st mtge. 1953.....		615,000	570,413	4	24,600
New York Bay Extension R.R. Co. 1st mtge. guar. 1943.....		100,000	90,000	5	5,000
New York Central and Hudson River R.R. Co. 30-year deb. 1934.....		150,000	142,500	4	6,000
New York, Chicago and St. Louis R.R. Co. 25-year deb. 1931.....		600,000	548,000	4	24,000
New York, Susquehanna and Western R.R. Co. 1st refdg. mtge. 1937.....		100,000	108,250	5	5,000

TABLE 603: INVESTMENTS, EXPRESS COMPANIES, YEAR ENDED JUNE 30, 1914 (continued)

The figures given are for the company as a whole; they are not segregated according to state lines. Only those corporations are included which report holdings at any time during the year which are classed on the balance sheet statement as "Other permanent investments" and "Marketable securities". Figures in *italics* in last column represent reported debits instead of credits to the year's income.

Name of corporation and class of investment	Par value of amount held		Book value	Rate of dividend or interest	Income accrued during year
	Unpledged	Pledged			
	Dollars	Dollars	Dollars	%	Dollars
<b>Adams (concluded):</b>					
Miscellaneous investments in securities (concluded):					
Bonds (concluded):					
Norfolk and Western Ry. Co. 1st mtge. 1906.....		200,000	199,000	4	8,000
Norfolk and Western Ry. Co. 10-25-year conv. 1932.....		150,000	164,250	4	6,000
Norfolk and Western Ry. Co. div. 1st lien and gen. mtge. 1944.....		400,000	375,625	4	16,000
Northern Pacific Ry. Co. St. Paul-Duluth Division mtge. 1906.....		100,000	101,000	4	4,000
Oregon Short Line R.R. Co. reldg. mtge. 1929.....		50,000	47,250	4	2,000
Philadelphia, Baltimore and Washington R.R. Co. 1st mtge. 1943.....		200,000	214,000	4	8,000
Providence Securities Co. 50-year deb. gold coupon 1957.....		100,000	87,125	4	4,000
Reading Co. Jersey Central col. trust 50-year 1951.....		500,000	469,770	4	20,000
Rio Grande Western Ry. Co. 1st consol. mtge. 1949 Series "A".....		100,000	81,875	4	4,000
St. Louis Bridge Co. 1st mtge. 1929.....		200,000	285,643	7	14,000
St. Paul, Minneapolis and Manitoba Ry. Co. consol. mtge. 1933.....		6,000	6,000	6	360
South Bound R.R. Co. 1st mtge. 50-year 1941.....		3,000	3,399	5	150
Southern Ry. East Tennessee Reorganization lien 1938.....		129,000	143,345	5	6,450
Southern Ry. 1st consol. mtge. 1994.....		50,000	50,100	5	2,500
Southern Ry. devel. and gen. mtge. 1956 Series "A".....		523,000	413,779	4	20,920
Southern Ry. St. Louis Division 1st mtge. 1951.....		25,000	24,910	4	1,000
Terminal Association of St. Louis gen. mtge. reldg. 1953.....		100,000	101,000	4	4,000
Toledo and Ohio Central Ry. gen. mtge. 1935.....		50,000	51,000	5	2,500
Union Depot Co. of City of Columbus 50-year sink fund 1923.....		13,000	13,000	7	910
Union Depot at Columbus gen. mtge. 1946.....		130,000	130,000	4.5	5,850
Virginia and Southwestern Ry. 1st mtge. 1958.....		100,000	98,875	5	5,000
Washington Terminal Co. 1st mtge. 1945.....		200,000	196,000	3.5	7,000
Western New York and Pennsylvania Ry. Co. gen. mtge. 1943.....		115,000	108,675	4	4,600
Wheeling and Lake Erie R.R. Co. 1st consol. mtge. 1949.....		100,000	94,000	4	4,000
<b>Totals.....</b>			21,450,619		1,006,090
<b>Marketable securities:</b>					
Stocks:					
American Woolen Co. pref.....	9,100		9,100	7	637
Associated Merchants Co. 1st pref.....	10,000		9,554	4.5	450
Chicago and Great Western R.R. Co. pref.....	75,000		37,500		
Chicago and Northwestern Ry. Co. pref.....	200,000		380,000	8	16,000
Chicago, Peoria and St. Louis R.R. Co. stock voting trust cfs.....	116,400		1		
Fleischmann Co. pref.....	50,000		65,000	6	3,000
Guaranty Trust Co.....	17,500		128,750	32	5,600
Hudson and Manhattan R.R. Co. com.....	550,000		54,675		
Interborough Metropolitan Ry. Co.....	106,000		15,767		
International Mercantile Marine Co. com.....	25,000		5,000		
Litchfield and Madison Ry. Co.....	50,000		1		
Long Branch Sewer Co.....	3,000		3,000	9.5	285
National Park Bank of New York.....	157,500		601,875	16	25,200
New York Consolidated R.R. Co. com.....	2,000		600	7	140
New York, New Haven and Hartford R.R. Co.....	2,473,000		3,600,800	1.5	37,095
Norfolk and Western Ry. Co. pref.....	10,000		8,864	4	400
Northern Central Ry. Co.....	182,450		321,112	8	14,596
Northern Pacific Ry. Co.....	200,000		282,500	7	14,000
Pennsylvania R.R. Co.....	306,950		336,941	6	18,417
Pittsburgh, Cincinnati, Chicago and St. Louis Ry. Co. com.....	100		101	3.25	3
Pittsburgh, Cincinnati, Chicago and St. Louis Ry. Co. pref.....	500		500	4	20
Simpson Crawford Corporation com. fractional scrip.....	25		25		
Subway Realty Co.....	16,000		16,000	5	800
Union Pacific Ry. Co. com.....	42,000		54,791	9.5	3,990
United Dry Goods Co. com.....	224,800		206,550	8	17,984
United Dry Goods Co. cumulative pref.....	100,000		110,000	7	7,000
New York Transfer Co.....	26,600		13,300	6	1,596
Income from stocks disposed of during year.....					53,875
<b>Totals.....</b>			6,262,306		221,088
<b>Bonds:</b>					
American Telephone and Telegraph Co. conv. 1933.....	55,600		55,600	4.5	2,293
Baltimore and Ohio R.R. Co. (Pittsburgh, Lake E. and West V.) reldg. mtge. 1941.....	260,000		242,877	4	10,400
Bureau of National Literature.....	100		100	10.5	11
Bureau of National Literature fractional scrip.....	97		97	10.5	10
Chesapeake and Ohio Ry. Co. 20-year conv. gold 1930.....	182,000		170,397	4.5	8,190
Chicago City Connecting Railways col. trust gold 1927.....	200,000		188,000	5	10,000
Chicago, Peoria and St. Louis R.R. Co. gen. and reldg. mtge. gold 1939.....	23,800		9,520	2.25	533
Chicago, Peoria and St. Louis R.R. Co. gen. and reldg. mtge. gold 1939.....	23,600		7,080	1.5	354
Chicago, Peoria and St. Louis R.R. Co. note.....	6,244		1		
Columbus, Sandusky and Hocking R.R. Co. gen. mtge. 1946.....	20,000		1		
Columbus, Sandusky and Hocking R.R. Co. income mtge. scrip.....	1,500		1		
Columbus, Sandusky and Hocking R.R. Co. 1st mtge. 5-year scrip.....	487		1		
Hudson and Manhattan R.R. Co. adjustment income 20.....	200,000		150,000	5	2,000
Hudson and Manhattan R.R. Co. 1st lien and reldg. 1957.....	242,000		242,000	5	11,092
Leavenworth City and Port Leavenworth Water Co. consol. mtge. 1927.....	19,000		19,000	5	950
North American Mail Steamship Co. note.....	10,625		1		
Rock Island, Arkansas and Louisiana R.R. Co. 1st mtge. 1934.....	50,000		47,875	4.5	2,250
United States Steel Corporation sink fund mtge. 1963.....	91,000		96,119	5	4,550
Income from bonds disposed of during year.....					10,272
<b>Totals.....</b>			1,228,670		62,908
<b>Miscellaneous:</b>					
Fourteenth St. and Seventh Ave. Corp. bond and mtge.....	150,000		150,000		9,000
J. A. King bond and mtge.....	5,373		5,373		269
Long Branch Co. bond and mtge.....	100,000		100,000		2,300
Mary Young and John Young bond and mtge.....	7,000		7,000		208
<b>Totals.....</b>			262,373		11,777
<b>Total investments.....</b>			38,600,707		1,727,657
<b>Wells Fargo and Company:</b>					
Securities of system corporations:					
Knickerbocker Express Co. stock.....	10,000		10,000		
<b>Miscellaneous investments in physical property:</b>					
Real estate in Chicago, Ill.....			65,388		3,818
Real estate in Cook county, Ill.....			47,045		370
Real estate in Eunice, La.....			1,000		228
Real estate in Jersey City, N. J.....			262,477		18,374



TABLE 603: INVESTMENTS, EXPRESS COMPANIES, YEAR ENDED JUNE 30, 1914 (continued)

The figures given are for the company as a whole; they are not segregated according to state lines. Only those corporations are included which report holdings at any time during the year which are classed on the balance sheet statement as "Other permanent investments" and "Marketable securities". Figures in *italics* in last column represent reported debits instead of credits to the year's income.

Name of corporation and class of investment	Par value of amount held		Book value	Rate of dividend or interest	Income accrued during year
	Unpledged	Pledged			
	Dollars	Dollars	Dollars	%	Dollars
<b>Wells Fargo and Company (continued):</b>					
<i>Miscellaneous investments in physical property (concluded):</i>					
Real estate in Kansas City, Mo.			26,512	.....	60
Real estate in Portland, Ore.			758,972	.....	50,842
Real estate in Sacramento, Cal.			4,012	.....	108
Real estate in San Francisco, Cal.			1,843	.....	9
Real estate in San Francisco, Cal.			48,606	.....	1,279
Real estate in San Francisco, Cal.			1,006,542	.....	3,437
Real estate in Sonoma county, Cal.			37,709	.....	1,095
Real estate in Wheeler, Texas.			1,637	.....	182
Income from real estate disposed of during year.				.....	143
Totals			2,261,741	.....	76,342
<i>Marketable securities:</i>					
<i>Stocks:</i>					
Atchison, Topeka and Santa Fe Ry. Co. com.	100,000		104,863	6	6,000
Atchison, Topeka and Santa Fe Ry. Co. pref.	100,000		103,125	5	5,000
Baltimore and Ohio R.R. Co. com.	50,000		51,687	6	3,000
Batopilas Mining Co.	300,000		15,000		
Benicia Water Works.	62,550		11,815		
Chicago, Milwaukee and St. Paul Ry. Co. pref.	100,000		154,625	7	7,000
Denver, Boulder and Western R.R. Co.	30,000		1		
Garfield National Bank, New York.	10,000		30,013	12	1,200
Island Improvement Co.	2,500		25,000		
Lee Iron Works.	700		1		
Lily Park Stock Growing Association.	1,241		33,903		
Louisville and Nashville R.R. Co.	74,000		103,423	7	5,180
Novato Land Co.	9,000		1		
Panama Pacific International Exposition Co.	12,500		1		
Sather Banking Co.			31		
Union Pacific R.R. Co. com.	200,000		314,975	10	20,000
Union Pacific R.R. Co. pref.	300,000		279,663	4	12,000
Wells Fargo and Co. Nevada National Bank.	2,000,000		3,000,000	9	180,000
Wells Fargo and Co. S. A.	1,500,000		497,337		171,993
Western Union Telegraph Co.	63,400		39,308		
Totals			4,764,801	.....	411,373
<i>Bonds:</i>					
American Smelters Securities Co. 15-year 1926.	250,000		255,000	6	15,000
American Telephone and Telegraph Co. 20-year conv. 1933.	100,000		103,625	4.5	4,500
Armour and Co. real estate 1st mtge. 1939.	200,000		184,667	4.5	9,000
Atchison, Topeka and Santa Fe Ry. Co. 50-year conv. 1960.	300,000		303,428	4	12,000
Atlantic Coast Line 6-30-year conv. 1939.	200,000		200,485	4	8,000
Baltimore and Ohio R.R. Co. 20-year conv. 1933.	350,000		329,875	4.5	13,789
Baltimore and Ohio R.R. Co. Pittsburgh, Lake E. and West V. reldg. mtge. 1941.	250,000		227,401	4	10,000
Baltimore and Ohio R.R. Co. 1st mtge. 50-year 1948.	10,000		10,000	4	400
Baltimore and Ohio R.R. Co. eqpt. trust.	160,000		161,000	4.5	7,725
Central Leather Co. 1st lien 20-year 1925.	100,000		99,751	5	5,000
Central Pacific Ry. Co. 1st ridg. mtge. 1949.	250,000		238,181	4	10,000
Chesapeake and Ohio Ry. Co. 20-year conv. 1930.	150,000		140,813	4.5	6,750
Chesapeake and Ohio Ry. Co. gen. mtge. 1992.	250,000		252,500	4.5	11,250
Chicago and Alton Ry. Co. 1st lien 50-year 1950.	100,000		71,196	3.5	3,500
Chicago and Eastern Illinois eqpt. trust Series "H".	212,000		206,838	5	11,133
Chicago, Burlington and Quincy R.R. Co. gen. mtge. 1958.	250,000		242,813	4	10,000
Chicago, Milwaukee and Puget Sound 1st mtge. 1949.	500,000		476,250	4	20,000
Chicago, Milwaukee and St. Paul Ry. gen. and reldg. mtge. Series "A" 2014.	250,000		240,625	4.5	469
Chicago, Milwaukee and St. Paul Ry. gen. mtge. Series "A" 1989.	200,000		198,000	4	8,000
Chicago, Milwaukee and St. Paul Ry. 25-year 1934.	200,000		185,166	4	11,211
Chicago, Rock Island and Pacific Ry. eqpt. Series "D" 1922.	200,000		193,696	4.5	9,000
Chicago, St. Paul, Minneapolis and Omaha Ry. deb. 1930.	500,000		519,213	5	19,458
Cincinnati, Hamilton and Dayton 1st and reldg. mtge. 1959.	200,000		180,500	4	8,000
City of Tokyo, Japan, Loan of 1912.	<sup>2</sup> 47,400		223,946	5	11,500
Colorado and Southern Ry. reldg. and extn. mtge. 1935.	200,000		194,250	4.5	9,000
Denver, Boulder and Western R.R. Co. income mtge. 1939.	70,000		1,000	5	.....
Erie R.R. Co. convertible Series "B" 1953.	100,000		75,770	4	4,000
Hocking Valley Ry. Co. 1st consol. mtge. 1990.	100,000		100,995	4.5	4,500
Illinois Central eqpt. trust Series "A" 1923.	180,000		177,948	4.5	8,400
Illinois Central R.R. Co. reldg. mtge. 1955.	500,000		483,300	4	20,000
Imperial Chinese Government Hukuang Ry. sink. fund.	<sup>2</sup> 40,000		193,500	5	10,145
Illinois Central R.R. and Chicago, St. L. and New Or. joint 1st reldg. 1963.	225,000		224,437	5	6,208
Long Island R.R. Co. reldg. mtge. 1949.	300,000		288,000	4	12,000
Mexican Government Bond Syndicate	1,735,460		290,035	.....	.....
Milwaukee, Sparta and Northwestern Ry. Co. 1st mtge. 1947.	100,000		94,250	4	4,000
Multnomah County, Oregon, School District No. 1, 1928.	50,000		51,675	4.5	2,250
National Railways of Mexico prior lien 1957.	100,000		95,071	4.5	4,500
New York Central Lines eqpt. trust 1910 due 1924.	500,000		504,059	4.5	22,500
New York City gold exempt corporation 1964.	810,000		821,745	4.25	7,325
New York Gas and Electric Light, Heat and Power Co. 1st mtge. 1948.	200,000		206,750	5	10,000
New York, Susquehanna and Western R.R. Co. 1st mtge. reldg. 1937.	100,000		102,875	5	5,000
Norfolk and Western (Pocahontas Coal Co.) joint 1941.	21,000		19,063	4	840
Oregon Short Line reldg. mtge. 25-year 1929.	125,000		112,248	4	3,435
Oregon-Washington R.R. Navigation Co. 1st and reldg. mtge. 1961.	250,000		231,307	4	10,000
Pennsylvania general freight eqpt. trust 1922.	200,000		197,300	4	8,618
St. Louis and San Francisco R.R. Co. reldg. mtge. 1951.	250,000		200,253	4	10,000
St. Louis, Iron Mt. and S. Ry. Co. (River and Gulf Div.) 1st mtge. 30-year 1933.	200,000		184,467	4	8,000
St. Louis Southwestern Ry. Co. 1st consol. mtge. 1932.	250,000		198,094	4	10,000
Southern Pacific R.R. (syndicate) 20-year 1934.	700,000		711,725	5	3,711
Southern Pacific Co. conv. 20-year 1929.	500,000		495,983	4	20,000
Southern Pacific Co. San Francisco Terminal 1st mtge. 1950.	250,000		231,493	4	10,000
Southern Pacific R.R. 1st reldg. mtge. 1955.	550,000		524,955	4	22,000
Union Pacific R.R. Co. 1st lien and reldg. mtge. 2008.	250,000		241,250	4	10,000
Union Pacific R.R. Co. 20-year conv. 1927.	<sup>2</sup> 50,000		52,656	4	2,000
United States Steel Corporation gold 1945.	<sup>2</sup> 43,000		204,954	5	10,428
United States Steel Corporation 10-60-year sink. fund 1963.	335,000		344,173	5	16,808
Wabash R.R. Co. receiver's etfs. 1914.	200,000		197,500	6	11,000
Western Maryland R.R. Co. 1st mtge. 50-year 1952.	250,000		217,187	4	10,000
Income from bonds disposed of during year.				.....	51,882
Totals			13,515,328	.....	574,534

<sup>1</sup> Mexican currency.

<sup>2</sup> Pounds sterling.

TABLE 603: INVESTMENTS, EXPRESS COMPANIES, YEAR ENDED JUNE 30, 1914 (continued)

The figures given are for the company as a whole; they are not segregated according to state lines. Only those corporations are included which report holdings at any time during the year which are classed on the balance sheet statement as "Other permanent investments" and "Marketable securities". Figures in *italics* in last column represent reported debits instead of credits to the year's income.

Name of corporation and class of investment	Par value of amount held		Book value	Rate of dividend or interest	Income accrued during year
	Unpledged	Pledged			
	Dollars	Dollars	Dollars	%	Dollars
<b>Wells Fargo and Company (concluded):</b>					
Marketable securities (concluded):					
Miscellaneous:					
Associated Simmons Hardware Co. ....			244,375		
Austrian Government .....			243,750		
Baltimore and Ohio R.R. Co. ....			500,250		
Harmon Bell .....			17,500		
Brooklyn Rapid Transit Co. ....			241,625		
C. F. Chapman .....			450		
Chesapeake and Ohio R.R. Co. ....			480,000		
Chicago Elevated Railways Syndicate .....			92,920		
Gaspoire Corpora .....			160		
Herald Republican Publishing Co. ....			50,000		
Lindsay Bitton Live Stock Co. ....			24,000		
Locke notes .....			3		
A. D. Mathews .....			24		
National Railways of Mexico .....			241,250		
National Railways of Mexico .....			2,250		
John Nystrom .....			4,000		
L. Samuels .....			1,800		
George L. Storey .....			1		
Joe Sungera .....			100		
Westinghouse Electric and Manufacturing Co. ....			195,660		
Totals .....			2,340,118		
Total investments .....			22,891,988		1,062,250
<b>United States:</b>					
Securities of system corporations:					
United States Express Realty Co. stock .....	100,000		100,000		
Advances to system corporations for real property and equipment:					
United States Express Realty Co. ....			2,588,998		
Miscellaneous investments in physical property:					
Real estate in Chicago, Ill. ....			215,000		7,402
Real estate in Hoboken, N. J. ....			61,921		372
Real estate in Jersey City, N. J. ....			37,943		319
Real estate in New York city .....			409,008		6,629
Real estate in Rochester, N. Y. ....			2,500		232
Real estate in St. Louis, Mo. ....			12,266		103
Real estate in St. Paul, Minn. ....			10,500		1,500
Real estate in Toledo, Ohio .....			9,541		34
Totals .....			758,678		15,003
Miscellaneous investments in securities:					
Long Dock Co. bond and mortgage .....	45,000		45,000		
M. T. Jones bond and mortgage .....	290		290		
Totals .....			45,290		
Marketable securities:					
Stocks:					
Wells Fargo and Co. ....	3,600		3,565	8	288
American Telegraph and Cable Co. ....	30,000		29,400	5	1,500
Beech Creek R.R. ....	20,000		21,800	4	800
Chicago, Milwaukee and St. Paul Ry. Co. com. ....	50,600		30,565	5	2,530
Chicago, Milwaukee and St. Paul Ry. Co. pref. ....	20,200		20,200	7	1,414
Chicago, Rock Island and Pacific Ry. Co. ....	29,300		12,265	5	733
Kalamazoo, Allegan and Grand Rapids R.R. Co. ....	10,000		15,900	5 9	590
New York Central and Hudson River R.R. Co. ....	33,900		36,730	5	1,695
Norfolk and Washington Steamboat Co. ....	17,000		18,347	12	2,040
Pennsylvania R.R. Co. ....	62,900		70,240	6	3,774
Sixth Avenue R.R. Co. ....	5,000		8,850	7	350
Totals .....			267,861		15,713
Bonds:					
Atchison, Topeka and Santa Fe Ry. Co. gen. mtge. 1995 .....	10,000		10,078	4	400
American Dock and Improvement Co. 1st mtge. 1921 .....	40,000		41,882	5	2,000
Atlanta, Knoxville and Northern Ry. Co. 1st mtge. gold 1946 .....	7,000		7,832	5	350
Baltimore and Ohio R.R. Co. 1st mtge. gold (Southwestern Division) 1925 .....	10,000		9,432	3.5	350
Baltimore and Ohio R.R. Co. 1st mtge. 1948 .....	20,000		20,277	4	800
Baltimore and Ohio R.R. Co. (P., L. E. and W. Va. system) refdg. mtge. gold 1941 .....	40,000		39,592	4	1,600
Baltimore and Ohio R.R. Co. conv. gold 1933 .....	50,000		46,128	4.5	1,913
Belleville and Carondelet R.R. Co. 1st mtge. 1923 .....	27,000		30,214	6	1,620
Broadway and Seventh Avenue R.R. Co. 1st consol. mtge. gold 1943 .....	14,000		15,821	5	700
Broadway Surface R.R. Co. 1st mtge. 1924 .....	23,000		24,172	5	1,150
Brooklyn Union Elevated R.R. Co. 1st mtge. 1950 .....	10,000		9,829	5	500
Brooklyn Union Gas Co. 1st consol. mtge. gold 1945 .....	50,000		56,109	5	2,500
Burlington, Cedar Rapids and Northern Ry. Co. (I., M. and D. Div.) 1st mtge. reg. 1934 .....	25,000		27,280	5	1,250
Chicago and Alton R.R. Co. refdg. 1949 .....	30,000		26,409	3	900
Central Pacific Ry. Co. 1st mtge. refdg. 1949 .....	10,000		10,173	4	400
Chicago, Rock Island and Pacific Ry. Co. coll. trust 1915, Series "M" .....	25,000		24,978	4	1,000
Chicago, Rock Island and Pacific Ry. Co. coll. trust 2002 .....	50,000		14,250	4	667
Chicago and Western Indiana R.R. Co. consol. gold 1952 .....	26,000		21,601	4	784
Cincinnati, Indianapolis and Western Ry. Co. 1st and refdg. mtge. 1953 .....	50,000		49,617	4	2,000
Cleveland, Cincinnati, Chicago and St. L. Ry. Co. (C., V. & C. Ry.) 1st mtge. 1939 .....	57,000		56,091	4	2,280
Cleveland, Cincinnati, Chicago and St. L. Ry. Co. (C., W. & M. Div.) 1st mtge. 1991 .....	50,000		49,583	4	2,000
Cleveland, Cincinnati, Chicago and St. L. Ry. Co. (St. L. Div.) 1st col. trust gold mtge. 1990 .....	30,000		30,836	4	1,200
Cleveland, Cincinnati, Chicago and St. L. Ry. Co. (S. & C. Div.) 1st mtge. gold 1940 .....	30,000		30,377	4	1,200
Cleveland Terminal and Valley R.R. Co. 1st mtge. gold 1940 .....	11,000		10,941	4	400
Central Ohio R.R. Co. consolidated 1st mtge. 1930 .....	40,000		39,535	4	1,600
Chesapeake and Ohio Ry. Co. gen. mtge. gold 1992 .....	21,000		21,922	4.5	945
Chicago, Milwaukee and St. Paul Ry. Co. conv. gold 1932 .....	20,000		19,357	4.5	900
Cleveland Short Line Ry. Co. 1st mtge. gold 1961 .....	76,800		78,412	4.5	2,953
Chesapeake and Ohio Ry. Co. 1st consol. mtge. 1939 .....	50,000		48,637	4.5	906
Chicago and Eastern Illinois R.R. Co. gen. consol. and 1st mtge. 1937 .....	15,000		15,922	5	750
Chicago and Erie R.R. Co. 1st mtge. gold 1982 .....	25,000		25,232	5	1,250
Chicago and Northwestern Ry. Co. sink. fund 1929 .....	40,000		45,756	5	2,000
Chicago and Northwestern Ry. Co. sink. fund reg. 1929 .....	22,000		23,136	5	1,100
Chicago, Santa Fe and California Ry. Co. 1st mtge. 1937 .....	11,000		11,478	5	550
Choctaw and Memphis R.R. Co. 1st mtge. 1949 .....	25,000		11,088	5	500
			27,120	5	1,250



TABLE 603: INVESTMENTS, EXPRESS COMPANIES, YEAR ENDED JUNE 30, 1914 (continued)

The figures given are for the company as a whole; they are not segregated according to state lines. Only those corporations are included which report holdings at any time during the year which are classed on the balance sheet statement as "Other permanent investments" and "Marketable securities". Figures in *italics* in last column represent reported debits instead of credits to the year's income.

Name of corporation and class of investment	Par value of amount held		Book value	Rate of dividend or interest	Income accrued during year
	Unpledged	Pledged			
	Dollars	Dollars	Dollars	%	Dollars
<b>United States (continued):</b>					
<i>Marketable securities (continued):</i>					
<i>Bonds (continued):</i>					
Cincinnati, Hamilton and Dayton R.R. Co. gen. mtge. gold 1942.....	8,000		8,827	5	400
Cincinnati, Dayton and Ironton R.R. Co. 1st mtge. gold 1941.....	31,000		34,091	5	1,550
Citizens Gas Light Co. of Brooklyn consol. 1st mtge. gold 1940.....	34,000		38,059	5	1,700
Cleveland, Akron and Columbus Ry. Co. gen. mtge. 1927.....	41,000		44,077	5	2,050
Cleveland, Lorain and Wheeling Ry. Co. 1st consol. mtge. gold 1933.....	13,000		14,086	5	650
Columbus and Ninth Avenue R.R. Co. 1st mtge. 1993.....	26,000		30,685	5	1,300
Columbus Connecting and Terminal R.R. Co. 1st mtge. 1922.....	15,000		15,434	5	750
Consolidated Traction Co. 1933.....	10,000		10,463	5	500
Chicago and St. Louis Ry. Co. 1st mtge. 1915.....	6,000		6,066	6	360
Chicago, Rock Island and Pacific Ry. Co. eqpt. gold notes Series "E".....	70,000		70,000	5	3,500
Des Moines and Fort Dodge R.R. Co. 1st mtge. 1935.....	25,000		24,402	4	1,000
Dedham and Hyde Park Gas and Electric Light Co. 1st mtge. 1918.....	15,000		15,190	5	750
Duluth and Iron Range R.R. Co. 1st mtge. 1937.....	49,000		53,807	5	2,450
Duluth Short Line Ry. Co. 1st mtge. 1916.....	6,000		6,053	5	300
Duluth, South Shore and Atlantic Ry. Co. 1st mtge. 1937.....	39,000		42,540	5	1,950
Easton and Amboy R.R. Co. 1st reg. 1920.....	25,000		26,141	5	1,250
Elgin, Joliet and Eastern Ry. Co. 1st mtge. 1941.....	30,000		32,572	5	1,500
Equitable Gas Light Co. of New York 1st consol. mtge. gold 1932.....	50,000		56,082	5	2,500
Grand Rapids and Indiana R.R. Co. 1st mtge. 1941.....	8,000		8,570	4.5	360
Hocking Valley Ry. Co. 1st consol. mtge. gold 1999.....	25,000		25,938	4.5	1,125
Illinois Central R.R. Co. gold 1953.....	15,000		15,505	4	600
Indiana, Illinois and Iowa R.R. Co. 1st mtge. 1950.....	30,000		30,004	4	1,200
Iowa Central Ry. Co. 1st and reldg. mtge. gold 1951.....	10,000		9,354	4	400
Indiana, Decatur and Western Ry. Co. 1st mtge. 1935.....	50,000		53,124	5	2,500
Iowa Central Ry. Co. 1st mtge. gold 1938.....	40,000		44,073	5	2,000
Indianapolis and St. Louis R.R. Co. 1st mtge. 1919 Series "C".....	1,000		1,107	7	70
Indianapolis and St. Louis R.R. Co. 1st mtge. 1919 Series "B".....	6,000		6,640	7	420
Kentucky Central Ry. Co. 1st mtge. 1987.....	30,000		29,902	4	1,200
Long Island R.R. Co. 1932.....	5,000		4,943	4	200
Louisville and Jeffersonville Bridge Co. 1st mtge. gold 1945.....	50,000		49,643	4	2,000
Louisville and Nashville R.R. Co. unified mtge. 1940.....	25,000		25,301	4	1,000
Lehigh Valley Ry. Co. of New York 1st mtge. 1940.....	41,000		43,103	4.5	1,845
Lake Erie and Western R.R. Co. 1st mtge. 1937.....	30,000		33,947	5	1,500
Lake Erie and Western R.R. Co. 2nd mtge. 1941.....	32,000		35,363	5	1,600
Lehigh and Hudson River Ry. Co. consol. mtge. gold 1917.....	10,000		10,086	5	500
Lehigh Valley Terminal Ry. Co. 1st mtge. gold 1941.....	30,000		31,625	5	1,500
Lexington Avenue and Pavonia Ferry R.R. Co. 1st mtge. 1993.....	37,000		43,631	5	1,850
Lockport Gas and Electric Light Co. 1st mtge. 1920.....	10,000		10,135	5	500
Long Island R.R. Co. (North Shore Branch) 1st consol. mtge. 1932.....	28,000		29,951	5	1,400
Long Island City and Flushing R.R. Co. 1st consol. mtge. gold 1937.....	20,000		22,170	5	1,000
Louisville and Nashville R.R. Co. 1st mtge. gold 1937.....	15,000		16,134	5	750
Lake Gas Co. 1st mtge. gold 1915.....	3,000		3,027	6	180
Lehigh Valley R.R. Co. perpetual.....	75,000		107,412	6	4,500
Manhattan Ry. Co. consol. mtge. gold 1990.....	10,000		10,018	4	400
Minneapolis and St. Louis R.R. Co. 1st and reldg. mtge. gold 1949.....	10,000		9,636	4	400
Minneapolis, St. Paul and Sault Ste Marie Ry. Co. 1st consol. gold 1938.....	50,000		49,329	4	2,000
Missouri, Kansas and Texas Ry. Co. 1st mtge. gold 1990.....	25,000		24,852	4	1,000
Milwaukee Electric Ry. and Light Co. 1st mtge. gold 1926.....	10,000		10,321	5	500
Minneapolis and St. Paul Suburban Ry. Co. 1st mtge. 1924.....	10,000		10,486	5	500
Missouri Pacific Ry. Co. col. trust gold 1917.....	30,000		30,431	5	1,500
Missouri Pacific Ry. Co. 1st col. 1920.....	30,000		30,427	5	1,500
Monongahela River R.R. Co. 1st mtge. 1919.....	32,000		32,854	5	1,600
Montana Central Ry. Co. 1st mtge. 1937.....	10,000		10,974	5	500
Montauk Extension R.R. Co. 1st mtge. 1945.....	3,000		3,340	5	150
Madison Gas and Electric Co. 1st mtge. 1926.....	5,000		5,248	6	300
Mobile and Ohio R.R. Co. 1st mtge. 1927.....	25,000		28,649	6	1,500
Montana Central Ry. Co. 1st mtge. 1937.....	5,000		5,963	6	300
New York City corporate stock reg. 1920.....	500		470	3	15
New York Central and H. R. R.R. Co. (Michigan Central) col. gold reg. 1998.....	26,000		23,598	3.5	910
New York Railways Co. 30-year 1st real estate and reldg. mtge. 1942.....	15,000		14,983	4	600
New York, Lackawanna and Western Ry. Co. term. and imp. 1923.....	30,000		30,501	4	1,200
Norfolk and Western Ry. Co. 1st consol. mtge. gold 1996.....	10,000		9,301	4	400
Norfolk and Western Ry. Co. div. 1st lien and gen. mtge. gold 1944.....	25,000		24,431	4	1,000
Northern Pacific Ry. Co. prior lien railway and land grant 1997.....	10,000		10,210	4	400
Northern Pacific-Great Northern Ry. Co. (C, B. & Q.) col. trust 1921.....	223,000		217,960	4	8,920
Northwestern Telegraph Co. 1st mtge. funding 1934.....	45,000		45,580	4.5	2,025
Nashville, Chattanooga and St. Louis Ry. Co. 1st consol. gold 1928.....	46,000		49,539	5	2,300
Nassau Electric Ry. Co. 1st mtge. 1944.....	7,000		7,755	5	350
New Amsterdam Gas Co. 1st consol. mtge. gold 1948.....	45,000		47,874	5	2,250
New York and East River Gas Co. 1st mtge. gold 1944.....	23,000		25,273	5	1,150
New York and East River Gas Co. 1st consol. mtge. gold 1945.....	33,000		35,789	5	1,650
New York and Greenwood Lake Ry. Co. prior lien gold 1946.....	17,000		18,853	5	850
New York and Rockaway Beach Ry. Co. 1st mtge. 1927.....	37,000		39,771	5	1,850
New York, Brooklyn and Manhattan Beach Ry. Co. 1st consol. mtge. gold 1935.....	14,000		14,742	5	700
New York, Lackawanna and Western Ry. Co. const. mtge. 1923.....	15,000		16,163	5	750
New York, Lake Erie and Western Docks and Imp. Co. 1st mtge. 1943.....	54,000		54,000	5	2,696
New York Railways Co. adjustment mtge. inc. gold 1942.....	30,000		20,722	5	1,194
New York, Susquehanna and Western R.R. Co. 1st mtge. gold 1943.....	16,000		17,848	5	800
Norfolk Terminal and Transportation Co. 1st mtge. 1948.....	8,000		8,617	5	400
North Hudson County Ry. Co. consol. mtge. 1928.....	27,000		28,308	5	1,350
Oregon Short Line R.R. Co. consol. 1st mtge. gold 1946.....	50,000		55,057	5	2,500
Oswego and Syracuse R.R. Co. guar. const. 1923.....	3,000		3,176	5	150
Pacific R.R. of Missouri 1st mtge. extended 1938.....	21,000		21,688	4	840
Peoria and Eastern Ry. Co. 1st consol. mtge. 1940.....	20,000		19,281	4	800
Pacific R.R. of Missouri (Carondelet Branch) 1st mtge. 1938.....	10,000		10,306	4.5	450
Pacific R.R. of Missouri 2nd mtge. extended 1938.....	36,000		39,211	5	1,800
Pacific R.R. of Missouri real estate extended gold 1938.....	31,000		34,709	5	1,550
Pittsburg, Shenango and Lake Erie R.R. Co. 1st mtge. gold 1940.....	20,000		18,660	5	1,000
Pittsburg, Shenango and Lake Erie R.R. Co. consol. 1st mtge. gold 1943.....	17,000		22,712	5	850
Peoples Gas Light and Coke Co., Chicago 1st consol. mtge. 1943.....	20,000		23,033	6	1,200
Reading Co. (C. R.R. of N. J.) col. gold 1951.....	40,000		38,378	4	1,600
Richmond and Danville R.R. Co. consol. mtge. gold 1915.....	9,000		9,058	6	540
Rochester and Pittsburgh R.R. Co. consol. 1st mtge. gold 1922.....	10,000		11,119	6	600
St. Louis and Cairo R.R. Co. 1st mtge. 1931.....	31,000		31,168	4	1,240
St. Louis and San Francisco R.R. Co. consol. mtge. gold 1996.....	35,000		34,331	4	1,400
Scioto Valley and New England R.R. Co. 1st mtge. gold 1989.....	10,000		10,081	4	400
Southern Pacific Co. (Central Pacific stock col.) gold 1949.....	30,000		27,832	4	1,200
Southern Pacific Co. conv. gold 1929.....	45,090		40,073	4	1,625
St. Louis and San Francisco Ry. Co. gen. mtge. 1931.....	32,000		34,334	5	1,600
St. Louis, Iron Mt. and Southern Ry. Co. gen. consol. railway and land grant gold 1931.....	34,000		36,955	5	1,700

TABLE 603: INVESTMENTS, EXPRESS COMPANIES, YEAR ENDED JUNE 30, 1914 (concluded)

The figures given are for the company as a whole; they are not segregated according to state lines. Only those corporations are included which report holdings at any time during the year which are classed on the balance sheet statement as "Other permanent investments" and "Marketable securities". Figures in *italics* in last column represent reported debits instead of credits to the year's income.

Name of corporation and class of investment	Par value of amount held		Book value	Rate of dividend or interest	Income accrued during year
	Unpledged	Pledged			
	Dollars	Dollars	Dollars	%	Dollars
<b>United States (concluded):</b>					
<i>Marketable securities (concluded):</i>					
<i>Bonds (concluded):</i>					
St. Paul and Duluth R.R. Co. 2nd mtge. 1917.....	14,000	.....	14,263	5	700
St. Paul City Ry. Co. consol. mtge. 1937.....	41,000	.....	43,347	5	2,050
Second Avenue R.R. Co. (ctfs. of deposit) 1st consol. mtge. gold 1948.....	50,000	.....	10,000	5	.....
Southern Ry. Co. 1st consol. mtge. gold 1994.....	10,000	.....	10,509	5	500
Southern Boulevard R.R. Co. 1st mtge. 1945.....	20,000	.....	21,748	5	1,000
Southern Pacific R.R. Co. of California 1st consol. gold 1937.....	18,000	.....	19,904	5	900
St. Paul and Northern Pacific Ry. Co. reg. gen. mtge. land grant 1923.....	10,000	.....	11,171	6	600
St. Paul Gas Light Co. 1st mtge. 1915.....	6,000	.....	6,072	6	360
Spokane Falls and Northern Ry. Co. 1st mtge. 1939.....	20,000	.....	23,417	6	1,200
St. Louis and San Francisco R.R. Co. cppt. gold notes Series "R".....	70,000	.....	70,000	5	3,500
Toledo, St. Louis and Western R.R. Co. prior lien 1925.....	25,000	.....	23,896	3.5	875
Terminal R.R. Association of St. Louis gen. mtge. reldg. and sink. fund 1953.....	20,000	.....	20,000	4	800
Terminal R.R. Association of St. Louis 1st mtge. gold 1939.....	31,000	.....	33,545	4.5	1,395
Toledo, Walhonding Valley and Ohio R.R. Co. 1st mtge. gold Series "B" 1933.....	15,000	.....	15,581	4.5	675
Terminal R.R. Association of St. Louis 1st mtge. 1944.....	30,000	.....	33,170	5	1,500
Toledo and Ohio Central Ry. Co. 1st mtge. gold 1935.....	30,000	.....	32,801	5	1,500
Tennessee Coal, Iron and R.R. Co. (Birmingham Div.) 1st consol. mtge. 1917.....	25,000	.....	25,157	6	1,500
Tennessee Coal, Iron and R.R. Co. (Tennessee Div.) 1st consol. mtge. 1917.....	11,000	.....	10,922	6	660
United States Government, District of Columbia 1924.....	10,000	.....	11,036	3.65	365
Union Pacific R.R. Co. 1st mtge. railroad and land grant gold 1947.....	20,000	.....	20,657	4	800
Union Ry. Co. of New York City 1st mtge. 1942.....	26,000	.....	28,881	5	1,300
Virginia Midland Ry. Co. (6th series) 1st lien 1931.....	15,000	.....	16,135	5	750
Wabash-Pittsburg Terminal Ry. Co. (ctfs. of deposit) 1st mtge. 1954.....	25,000	.....	2,125	4	.....
Wheeling and Lake Erie R.R. Co. 1st consol. mtge. gold 1949.....	25,000	.....	23,816	4	1,000
Wabash R.R. Co. 1st mtge. gold 1939.....	20,000	.....	20,447	5	1,000
Western Union Telegraph Co. coll. trust 1938.....	30,000	.....	31,836	5	1,500
Wheeling and Lake Erie Ry. Co. (Lake Erie Division) 1st mtge. gold 1926.....	40,000	.....	43,019	5	2,000
Yonkers R.R. Co. 1st mtge. gold 1946.....	11,000	.....	11,732	5	550
Income from bonds disposed of during year.....	.....	.....	.....	.....	2,057
Totals.....	.....	.....	4,431,919	.....	<sup>3</sup> 197,360
Total investments.....	.....	.....	8,192,747	.....	228,077
Grand total investments of express companies.....	.....	.....	83,595,846	.....	3,588,587

<sup>3</sup> Of this amount \$7729 represents "proportion assignable to year ended June 30, 1914, of net premium on funded debt owned," reported as "income accrued during year" but not credited through income account "Interest accrued".

TABLE 604: COST OF REAL PROPERTY AND EQUIPMENT, EXPRESS COMPANIES, YEAR ENDED JUNE 30, 1914

Amounts given are for the total cost to June 30, 1914; for other assets see Table 603. The figures given are for the corporation as a whole and are not segregated according to state lines.

Account	American	Adams	Wells Fargo	United States	Canadian	Electric <sup>1</sup>
	1	2	3	4	5	6
	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars
Real estate used in operation.....	3,796,817	3,378,743	933,363	827,384	260,200	27
Buildings and fixtures used in operation.....	4,194,179		2,168,007	236,589		
Equipment:						
Cars.....	.....	.....	603,787	.....	.....	.....
Office.....	1,528,299	688,241	1,161,845	385,669	40,547	171
Horses.....	1,075,960	785,667	860,539	751,155	57,835	.....
Vehicles.....	2,511,922	1,941,633	965,654	864,434	74,464	.....
Stable.....	163,032	224,401	166,026	131,792	6,556	.....
Transportation.....	187,551	117,562	170,147	195,855	8,266	.....
All other equipment.....	.....	.....	40,101	224,874	.....	.....
Totals.....	13,457,759	7,136,247	7,072,469	3,620,751	447,868	198

<sup>1</sup> All property and equipment rented from transportation companies.



TABLE 605: FUNDED DEBT, EXPRESS COMPANIES, YEAR ENDED JUNE 30, 1914

Adams Express Company is the only company reporting funded debt. The amount outstanding represents a distribution of surplus to the shareholders and covers securities placed in trust against which were issued 4 per cent collateral trust bonds, a statement of which is given below. The securities placed in trust as collateral may be withdrawn from the trustee at any time provided other securities of equivalent market value are given to the trustee in exchange. The securities in trust June 30, 1914, are included in Table 603 with "Pledged Securities".

Name of corporation and securities outstanding	Dates		Par value				Interest		
	Nominal issue	Maturity	Authorized	Outstanding	Held by company	Not held by company	Rate	Accrued during year	Paid during year
Adams Express Company:			<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>%</i>	<i>Dollars</i>	<i>Dollars</i>
Collateral trust bonds.....	1898	1948	12,000,000	12,000,000	3,674,500	8,325,500	4	334,485	335,290
Collateral trust bonds.....	1907	1947	24,000,000	24,000,000	12,799,600	11,200,400	4	449,887	450,920
Totals.....			36,000,000	36,000,000	16,474,100	19,525,900	....	784,372	786,210

TABLE 606: CAPITAL STOCKS, EXPRESS COMPANIES, JUNE 30, 1914

The American Express Company, Adams Express Company, and United States Express Company are unincorporated associations having no "capital stock" as that term is used in relation to stock corporations; as a matter of convenience they report against this item at a nominal par value the shares representing the beneficial interest of members.

Name of corporation	Number of shares authorized	Par value per share	Par value				Dividends declared	
			Authorized	Outstanding	Held by company	Not held by company	Rate	Amount
		<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>%</i>	<i>Dollars</i>
American Express Co.....	180,000	100	18,000,000	18,000,000	481,000	17,519,000	8	1,400,800
Adams Express Co.....	120,000	100	12,000,000	12,000,000	1,916,000	10,084,000	9	907,560
Wells Fargo and Co.....	240,000	100	24,000,000	23,967,400	.....	23,967,400	8	1,917,392
United States Express Co.....	100,000	100	10,000,000	10,000,000	.....	10,000,000	.....	.....
Canadian Express Co.....	30,000	100	3,000,000	<sup>1</sup> 1,742,200	.....	1,742,200	.....	<sup>1</sup> .....
Electric Express Co.....	250	100	25,000	25,000	.....	25,000	.....	.....

<sup>1</sup> Entire outstanding capital stock held in trust by directors for Grand Trunk Railway Company of Canada, and all profits from operations are turned over to that company.

TABLE 607 a: MILEAGE OPERATED, EXPRESS COMPANIES, JUNE 30, 1914

In cases of steam and electric railroads, the single track mileage is given; for other carriers, the actual distances between termini.

Classification of mileage	American	Adams	Wells Fargo	United States	Canadian	Electric
	1	2	3	4	5	6
<i>New York State mileage:</i>	<i>Miles</i>	<i>Miles</i>	<i>Miles</i>	<i>Miles</i>	<i>Miles</i>	<i>Miles</i>
Steam railroad lines.....	4,572	1,417	1,024	1,318	26	.....
Electric railroad lines.....	170	24	110	58	.....	163
Steamboat lines.....	432	.....	22	.....	.....	.....
Stage lines.....	.....	.....	1	.....	.....	.....
Miscellaneous lines.....	2	.....	.....	.....	.....	.....
Total mileage in New York state.....	5,176	1,440	1,156	1,376	26	163
<i>United States mileage:</i>						
Steam railroad lines.....	56,790	33,800	62,147	28,064	257	.....
Electric railroad lines.....	1,033	699	2,845	2,454	.....	163
Steamboat lines.....	2,629	3,857	5,563	195	.....	.....
Stage lines.....	.....	27	848	.....	.....	.....
Miscellaneous lines.....	6	.....	.....	.....	.....	.....
Total mileage in United States.....	60,458	38,383	71,403	30,713	257	163
Mileage in foreign countries.....	8,678	430	2,936	225	10,020	.....
Ocean-going mileage.....	68,284	12,662	30,717	3,390	.....	.....
Grand total all mileage.....	138,480	51,475	<sup>1</sup> 129,734	34,328	10,277	163

<sup>1</sup> Includes 21,679 miles of coastwise mileage in United States and Canada.

TABLE 607 b: LINES WHOLLY OR PARTLY IN THE STATE OF NEW YORK OVER WHICH EXPRESS COMPANIES OPERATED  
JUNE 30, 1914

The mileage given is the entire mileage operated in the case of each line and therefore includes mileage outside the State of New York for those lines which cross the boundary. Lines entirely without the State, including all ocean-going and coastwise steamship lines, are omitted.

The mileage is shown as reported by the express companies although sometimes inconsistent with total mileage operated as reported by the railroads.

Name of corporation and classification of lines operated	Miles	Name of corporation and classification of lines operated	Miles
<b>American Express Company:</b>		<b>Adams Express Company:</b>	
<i>Steam railroads:</i>		<i>Steam railroads:</i>	
Adirondack and St. Lawrence R.R. Co.	4	Central New England Ry. Co.	183
Boston and Maine R.R.	2,380	Long Island R.R. Co.	347
Buffalo and Susquehanna System	343	New York, Ontario and Western Ry. Co.	545
Buffalo, Attica and Arcade R.R. Co.	26	New York, New Haven and Hartford R.R. Co.	2,003
Buffalo, Rochester and Pittsburgh Ry. Co.	477	Northern Central Ry. Co.	454
Carthage and Copenhagen R.R. Co.	9	Pennsylvania R.R. Co.	3,500
Catskill Mountain Ry. Co.	20	Total	7,032
Central New York Southern R.R. Corporation	37	<i>Electric railroads:</i>	
Cranberry Lake R.R. Co.	6	New York, Westchester and Boston Ry. Co.	20
Delaware and Hudson Co.	807	New Paltz, Highland and Poughkeepsie Traction Co.	4
Delaware and Northern R.R. Co.	46	Total	24
Dexter and Northern R.R. Co.	2	<b>Wells Fargo and Company:</b>	
Dunkirk, Allegheny Valley and Pittsburgh R.R. Co.	90	<i>Steam railroads:</i>	
Fonda, Johnstown and Gloversville R.R. Co.	32	Bath and Hammondsport R.R. Co.	9
Grand Trunk Ry. Co. of Canada	1,150	Dansville and Mount Morris R.R. Co.	15
Greenwich and Johnsonville Ry. Co.	24	Erie R.R. Co.	1,767
Jamestown, Westfield and Northwestern Ry. Co.	32	Kanona and Prattsburgh Ry. Co.	12
Keeseville, Ausable Chasm and Lake Champlain R.R. Co.	6	Lehigh and Hudson River Ry. Co.	88
Lake Shore and Michigan Southern Ry. Co.	1,575	Lehigh and New England R.R. Co.	24
Lowville and Beaver River R.R. Co.	11	Middletown and Unionville R.R. Co.	13
Marcellus and Otisco Lake Ry. Co.	10	New Jersey and New York R.R. Co.	45
Middleburgh & Schoharie R.R.	6	New York and Pennsylvania Ry. Co.	57
Central New England Ry. Co. (Newburgh, D. and C. R.R.)	58	Total	2,031
New York Central and Hudson River R.R. Co.	3,379	<i>Electric railroads:</i>	
New York, Chicago and St. Louis R.R. Co.	523	Empire United Railways, Inc.	86
New York, New Haven and Hartford R.R. Co.	136	International Ry. Co.	14
Norwood and St. Lawrence R.R. Co.	20	Warren and Jamestown Street Ry. Co.	21
Raquette Lake Ry. Co.	18	Total	121
Rutland R.R. Co.	469	<i>Steamboat lines:</i>	
St. Lawrence and Adirondack Ry. Co.	65	Lake Keuka Navigation Co.	22
Schoharie Valley Ry. Co.	5	Cleveland and Buffalo Transit Co.	183
Skaneateles R.R. Co.	5	Detroit and Cleveland Navigation Co.	376
Ulster and Delaware R.R. Co.	132	Total	581
Total	11,903	<i>Stage lines:</i>	
<i>Electric railroads:</i>		Delaware Valley Transportation Co.	7
Albany Southern R.R. Co.	38	<b>United States Express Company:</b>	
Buffalo and Lake Erie Traction Co.	3	<i>Steam railroads:</i>	
Chautauqua Traction Co.	32	Delaware, Lackawanna and Western R.R. Co.	949
Hudson Valley Ry. Co.	64	Genesee and Wyoming R.R. Co.	11
Jamestown Street Ry. Co.	3	Lake Shore and Michigan Southern Ry. Co.	807
Lima-Honeoye Light and R.R. Co.	4	Lehigh and New England R.R. Co.	47
Niagara Gorge R.R. Co.	14	Lehigh Valley R.R. Co.	1,187
Orange County Traction Co.	12	Pittsburg, Shawmut and Northern R.R. Co.	273
Total	170	Unadilla Valley Ry. Co.	19
<i>Steamboat lines:</i>		Total	3,293
Catskill and New York Steamboat Co.	126	<i>Electric railroads:</i>	
Central Hudson Steamboat Co.	148	Otsego and Herkimer R.R. Co.	58
Hudson Navigation Co.	148	<b>Canadian Express Company:</b>	
St. Lawrence River Steamboat Co.	20	<i>Steam railroads:</i>	
Thousand Island Steamboat Co.	10	Grand Trunk Ry. Co. of Canada	3,722
Total	452	<b>Electric Express Company:</b>	
<i>Ferries:</i>		<i>Electric railroads:</i>	
Coxsackie Ferry	1	United Traction Co.	20
Prescott and Ogdensburg Ferry Co.	1	Hudson Valley Ry. Co.	100
Total	2	Schenectady Ry. Co.	43
		Total	163



TABLE 608: INVENTORY VALUE OF EQUIPMENT, EXPRESS COMPANIES, JUNE 30, 1914

The figures given show the inventories made for the purpose of adjusting the annual charges to operating expenses for replacement of property classed as equipment.

Class of equipment	American 1		Adams 2		Wells Fargo 3		United States 4		Canadian 5		Electric <sup>1</sup> 6	
	Number of units	Inventory value <i>Dollars</i>	Number of units	Inventory value <i>Dollars</i>	Number of units	Inventory value <i>Dollars</i>	Number of units	Inventory value <i>Dollars</i>	Number of units	Inventory value <i>Dollars</i>	Number of units	Inventory value <i>Dollars</i>
Cars.....					155	490,033						
Office equipment.....												
Four-wheel trucks.....	7,950	223,666	6,152	65,380	10,892	138,718	4,286	120,029	663	11,475		
Office furniture and fixtures.....	56,358	685,569		327,906		385,725		167,741		22,741		
Office safes.....	3,053	130,843	1,608	80,396	4,573	181,269	1,785	97,898	299	13,850		
Horses and other draft animals.....	5,064	779,698	4,324	514,087	3,836	484,246	3,322	751,155	372	57,835		
Vehicles:												
Automobiles.....	526	1,237,864	680	856,454	47	118,400	69	170,210	5	17,366		
Double wagons.....	893	156,104	941	150,524	1,003	239,520	746	332,432	45	10,055		
Single wagons.....	2,991	271,971	2,812	255,447	2,120	300,240	1,684	347,017	297	30,125		
Sleighs.....	1,548	31,978	617	11,544	460	8,181	372	14,775	247	10,105		
Stable equipment.....	5,725	89,786		192,152		73,173		134,792	221	5,686		
Transportation equipment:												
Car safes.....	204	66,188	176	15,503	741	49,012	265	128,896	4	750		
Messengers' safes.....	2,270	32,869	3,087	30,870	1,863	20,097	2,556	33,163	194	2,531	12	171
Messengers' packing trunks.....	4,335	24,900	5,000	25,000	8,814	20,321		33,796	288	4,469		
All other equipment.....	2,197	14,165		1,681		24,015		224,874		679		
Totals.....		3,745,600		2,526,945		2,532,949		2,556,778		187,668		171

<sup>1</sup> Property and equipment rented from transportation companies.

TABLE 609: OPERATING REVENUES, EXPRESS COMPANIES, YEAR ENDED JUNE 30, 1914

The classification of operating revenues is that prescribed by the Interstate Commerce Commission; the figures given are for the corporation as a whole and are not segregated according to state lines.  
Figures in *italics* denote *debits*.

No. L. No.	Name of account	American 1	Adams 2	Wells Fargo 3	United States 4	Canadian 5	Electric 6	No. L.
	<i>Revenues from transportation:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Express revenues.....	42,959,467	33,042,810	31,276,561	19,342,493	3,341,983	127,885	1
2	Miscellaneous transportation revenues.....		199,813					2
3	Total revenues from transportation.....	42,959,467	33,242,622	31,276,561	19,342,493	3,341,983	127,885	3
	<i>Revenues from operations other than transportation:</i>							
4	Custom house brokerage fees.....	122,107		2,518	13,160	639		4
5	Order and commission department.....	1,411		6,555				5
6	Rents of buildings and other property.....	46,423	3,728	10,330	18,753			6
7	Money orders, domestic.....	331,679	80,941	188,040	77,120	64,671		7
8	Money orders, foreign.....		803	6,032		802		8
9	Travelers' cheques, domestic.....	10,836		22,733	790			9
10	Travelers' cheques, foreign.....	42,845	2,115		526	881		10
11	C. O. D. cheques.....	356,708	258,713	335,979	163,276	28,063		11
12	Telegraphic transfers.....	7,329		4,000	340	92		12
13	Letters of credit.....	2,751			106			13
14	Other revenue, financial department.....	1,002,247	3,278	6,320	21,596	1,025		14
15	Miscellaneous revenues.....	219,144	21,242	3,865	981	12,892		15
16	Total revenues from operations other than transportation.....	2,143,482	370,820	586,372	297,450	108,263		16
17	Gross receipts from operations.....	45,102,949	33,613,442	31,862,933	19,639,943	3,450,246	127,885	17
18	Express privileges, Dr.....	22,151,806	17,532,432	15,816,159	9,716,447	1,666,473	42,552	18
19	Total operating revenues.....	22,951,143	16,081,010	16,046,773	9,923,496	1,783,773	85,333	19
20	Ratio of payments for express privileges to gross receipts.....	49.1%	52.2%	49.6%	49.5%	48.3%	33.3%	20

TABLE 610: OPERATING EXPENSES, EXPRESS COMPANIES, YEAR ENDED JUNE 30, 1914

The classification of operating expenses is that prescribed by the Interstate Commerce Commission; the figures given are for the corporation as a whole and are not segregated according to state lines. Figures in *italics* denote credits.

L. No.	Name of account	American	Adams	Wells Fargo	United States	Canadian	Electric	L. No.
		1	2	3	4	5	6	
	<i>Maintenance expenses:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Superintendence.....	39,447	10,404	18,022	12,920	.....	.....	1
2	Buildings, fixtures, and grounds.....	83,319	86,856	82,901	43,233	.....	176	2
3	Office equipment.....	145,783	132,154	95,070	52,711	3,210	.....	3
4	Cars repairs.....	.....	.....	35,531	.....	.....	3,050	4
5	Cars renewals.....	.....	.....	2	.....	.....	.....	5
6	Cars depreciation.....	.....	.....	33,547	.....	.....	.....	6
7	Horses.....	183,199	174,531	131,817	111,541	7,825	.....	7
8	Vehicles repairs.....	523,407	435,781	137,424	166,249	25,384	.....	8
9	Vehicles renewals.....	248,786	236,807	64,107	40,860	2,506	.....	9
10	Stable equipment.....	54,109	69,400	59,362	53,647	3,724	.....	10
11	Transportation equipment.....	37,332	8,572	16,925	12,873	.....	.....	11
12	Other expenses.....	417	646	1	.....	.....	.....	12
13	Maintaining joint facilities, Dr.....	2,871	8,499	5,319	.....	.....	.....	13
14	Maintaining joint facilities, Cr.....	5,173	11,804	5,351	.....	.....	.....	14
15	Total maintenance expenses.....	1,313,497	1,151,845	674,677	494,033	42,650	3,226	15
	<i>Traffic expenses:</i>							
16	Superintendence.....	163,919	56,373	93,930	27,694	3,960	.....	16
17	Outside agencies.....	165,285	20,600	121,978	63,320	3,265	600	17
18	Advertising.....	80,813	28,575	67,924	14,769	227	.....	18
19	Traffic associations.....	17,044	1,525	15,779	12,375	3,534	.....	19
20	Stationery and printing.....	52,737	40,561	54,876	23,543	3,733	3	20
21	Other expenses.....	5	100	4	.....	.....	.....	21
22	Total traffic expenses.....	479,803	147,734	354,491	141,702	14,718	603	22
	<i>Transportation expenses:</i>							
23	Superintendence.....	1,122,191	380,671	808,404	339,373	58,742	1,514	23
24	Office employees.....	5,078,437	4,954,710	3,099,939	2,567,479	379,262	15,639	24
25	Commissions.....	1,731,914	1,076,859	1,812,282	1,096,689	357,580	106	25
26	Wagon employees.....	3,087,197	2,830,931	1,740,552	1,618,238	187,827	.....	26
27	Office supplies and expenses.....	673,046	389,509	300,297	228,743	32,443	1,267	27
28	Rent of local offices.....	1,011,447	652,579	530,444	424,237	44,126	7,426	28
29	Stable employees.....	457,396	355,783	197,410	208,549	17,676	.....	29
30	Stable supplies and expenses.....	1,710,914	1,472,386	1,125,150	1,016,563	105,084	.....	30
31	Train employees.....	1,567,318	938,146	1,333,828	756,408	156,215	23,268	31
32	Train supplies and expenses.....	102,519	28,171	136,704	10,999	1,500	183	32
33	Transfer employees.....	1,661,617	.....	423,416	105,008	36,955	6,318	33
34	Transfer expenses.....	114,115	.....	4,053	1,440	.....	617	34
35	Stationery and printing.....	478,061	321,613	238,417	170,284	39,500	1,687	35
36	Loss and damage, freight.....	938,103	912,730	656,918	583,890	62,533	244	36
37	Loss and damage, money.....	9,453	43,818	36,519	20,223	603	.....	37
38	Damage to property.....	13,137	11,839	7,614	7,311	174	70	38
39	Injuries to persons.....	25,411	43,882	67,960	49,140	826	717	39
40	Other expenses.....	8,868	8,378	19,218	31,669	.....	.....	40
41	Operating joint facilities, Dr.....	105,667	250,126	139,855	.....	.....	.....	41
42	Operating joint facilities, Cr.....	269,983	251,150	173,235	.....	.....	.....	42
43	Total transportation expenses.....	19,626,828	14,420,982	12,505,744	9,236,244	1,481,044	59,054	43
	<i>General expenses:</i>							
44	Salaries and expenses of general officers.....	191,936	148,221	87,946	74,301	23,760	.....	44
45	Salaries and expenses of clerks and attendants.....	1,009,795	623,193	658,900	370,502	69,147	2,341	45
46	General office supplies and expenses.....	114,130	56,550	29,902	43,871	13,574	25	46
47	Law expenses.....	111,597	95,904	102,072	63,632	491	.....	47
48	Insurance.....	184,000	122,170	76,904	29,297	6,482	90	48
49	Pensions.....	109,781	33,810	28,885	4,596	6,000	.....	49
50	Stationery and printing.....	28,133	31,271	36,446	13,611	1,418	57	50
51	Other expenses.....	45,074	11,590	44,123	7,045	2,550	1	51
52	General administration joint facilities, Dr.....	.....	399	.....	.....	.....	.....	52
53	General administration joint facilities, Cr.....	.....	1,017	.....	.....	.....	.....	53
54	Total general expenses.....	1,794,446	1,122,092	1,065,179	606,856	123,422	2,513	54
55	Total operating expenses.....	23,214,575	16,842,653	14,600,091	10,478,836	1,661,834	65,397	55
	<i>Percentage of operating expenses:</i>							
56	Maintenance expenses.....	% 5.66	% 6.84	% 4.62	% 4.72	% 2.57	% 4.93	56
57	Traffic expenses.....	2.06	0.88	2.43	1.35	.88	.93	57
58	Transportation expenses.....	84.55	85.62	85.66	88.14	89.12	90.30	58
59	General expenses.....	7.73	6.66	7.29	5.79	7.43	3.84	59
60	Totals.....	100.00	100.00	100.00	100.00	100.00	100.00	60
61	Operating ratio.....	101.15	104.73	90.98	105.60	93.16	76.64	61



## EXPRESS COMPANIES, SUPPLEMENTAL STATEMENT

## AMERICAN EXPRESS COMPANY

*Organization:* An unincorporated association organized under the common law of the State of New York March 18, 1850, and November 15, 1859. The American Express Company and the Merchants Union Express Company (also an unincorporated association) were merged into one company named American Express Company by articles of merger and association dated November 25, 1868, and amendments thereto.

*Controlled companies:* In 1891 the American Express Company acquired the entire capital stock of New England Despatch Company, a Massachusetts corporation then doing business in that State. "While the corporate existence has been kept alive, the New England Despatch Company, as such, has not for many years transacted any business of its own. The business now done by it is confined to business between Boston, Mass., and points in New York, N. Y., south of 59th street; and between Worcester, Mass., and points in New York, N. Y., south of 59th street, in competition with the New York and Boston Despatch Express Company operated between New York and Boston by boat line to Providence or Fall River and thence by railroad to Boston. Its earnings and expenses are merged in and included in the report of the American Express Company." American Express Company also controls Westcott Express Company and National Express Company. For method and extent of control exercised over the latter company, see statement relating to that company. The report of American Express Company for the year ended June 30, 1914, abstracts of which are included in the foregoing pages, also includes the operations of National Express Company, such operations being entirely for and on account of American Express Company.

*Number of offices:* The number of express offices in the United States June 30, 1914, was 7856; outside the United States, 163. The number of offices in the United States at which money orders were on sale June 30, 1914, was 7127; outside the United States, 127.

*Principal officers:* President, George C. Taylor; First General Vice-president, Francis F. Flagg; Secretary, Wm. C. Fargo; Vice-president and Treasurer, James F. Fargo; Vice-president and General Manager Eastern Department, Henry S. Julier; Vice-president and General Manager Western Department, J. A. D. Vickers; Vice-president and General Traffic Manager, John H. Bradley; Comptroller, Wm. E. Powelson.

*Directors:* George C. Taylor, James C. Fargo, Francis F. Flagg, Cornelius Vanderbilt, Charles M. Pratt, John H. Bradley, J. Horace Harding, John G. Milburn, and James S. Alexander, all of New York city.

*Principal office:* 65 Broadway, New York city.

## ADAMS EXPRESS COMPANY

*Organization:* A joint stock association formed by voluntary agreement under the common law of the State of New York; it was organized July 1, 1854.

*Controlled companies:* Controls through stock ownership Dodd and Childs Express Company, New York and Boston Despatch Express Company, Manhattan Delivery Company, Adams Land and Building Company, Adams Vehicle Company, Hollywood Hotel and Cottage Company, Adams Express Building Company, all of which are active corporations; also Morris European and American Express Company, Ltd., and New England Express, inactive corporations.

*Number of offices:* The number of express offices in the United States June 30, 1914, was 6000, at 4860 of which money orders were on sale.

*Principal officers:* President, Wm. M. Barrett; Vice-president in charge of Western Department, Wm. H. Damsel; Secretary, Horatio H. Gates; Treasurer, Caleb S. Spencer; General Auditor, Henry G. Waters.

*Managers:* Wm. M. Barrett, Charles Steele, George F. Baker, Wm. D. Guthrie, Joseph Zimmerman, Caleb S. Spencer, all of New York city; and Wm. H. Damsel of Chicago, Ill. The managers were appointed by the articles of association. There has never been a meeting for the election of managers.

*Principal office:* New York city.

## WELLS FARGO AND COMPANY

*Organization:* Incorporated February 5, 1866, by special act of the then Territory of Colorado, under the name Holladay Overland Mail and Express Company. During that same year this company acquired and merged into itself the Pioneer Stage Company, the Overland Mail and Express Company, and Wells Fargo and Company (a joint stock association organized in New York state 1876); the name of the Holladay Overland Mail and Express Company was thereupon changed to Wells Fargo and Company, formally approved by the legislature of the Territory of Colorado January 26, 1872. At the time of these mergers the capital stock of the company was increased from \$3,000,000 to \$15,000,000; it was later reduced to \$5,000,000; at various times thereafter \$3,000,000 were issued as "advance payments on contracts". A further increase to \$24,000,000 was made by resolution of the stockholders December 23, 1909.

*Controlled companies:* Controls, by joint agreement with National Railways of Mexico to name majority of directors, Wells, Fargo and Company Express, S. A., an active corporation; also by ownership of entire capital stock Knickerbocker Express Company, an inactive corporation.

*Number of offices:* The number of express offices in the United States June 30, 1914, was 7223, at 6135 of which money orders were on sale.

*Principal officers:* President, B. D. Caldwell; Vice-president and General Manager, A. Christeson; Vice-president and General Manager, E. A. Stedman; Vice-president in charge of traffic, F. S. Holbrook; Vice-president and Comptroller, J. W. Newlean; Secretary, C. H. Gardiner; Treasurer, B. H. River; General Counsel, C. W. Stockton.

*Directors:* B. D. Caldwell, F. D. Underwood, W. V. S. Thorne, H. W. deForest, Wm. Mahl, Chas. A. Peabody, Paul M. Warburg, Richard Delafield, H. E. Huntington, L. F. Loree, all of New York city; E. A. Stedman of Chicago, Ill.; and A. Christeson and W. F. Herrin of San Francisco, Cal.

*Principal office:* New York city.

## UNITED STATES EXPRESS COMPANY

*Organization:* An unincorporated association organized in the State of New York April 22, 1854. United States Express Company ceased operations June 30, 1914, and is now in the process of liquidating its affairs.

*Controlled companies:* Controls through stock ownership United States Express Realty Company, an active corporation.

*Number of offices:* The number of express offices in the United States June 30, 1914, was 4335, at 4264 of which money orders were on sale.

*Principal officers:* President, D. I. Roberts; Secretary, Chas. C. Tegethoff; Treasurer, R. H. Morgan, jr.; Counsel, B. P. Kerfoot; Traffic Manager, M. T. Jones; Comptroller, Chas. A. Lutz.

*Directors:* D. I. Roberts, Wm. H. Averell, Joseph W. Harriman, Frank H. Platt, Edward T. Platt, Chas. C. Tegethoff, all of New York city.

*Principal office:* New York city.

## CANADIAN EXPRESS COMPANY

*Organization:* Organized under laws of the Dominion of Canada February 16, 1865; controlled by the Grand Trunk Railway Company of Canada through ownership of its entire capital stock.

*Number of offices:* The number of express offices in the United States June 30, 1914, was 49, at all of which money orders were on sale.

*Principal officers:* Chairman of the Board, E. J. Chamberlain; President, John Pullen; Secretary and Treasurer, Frank Scott; General Counsel, W. H. Biggar; General Auditor, W. W. Williamson.

*Directors:* E. J. Chamberlain, John Pullen, Frank Scott, Hugh Paton, all of Montreal, Canada.

*Principal office:* Montreal, Canada.

## ELECTRIC EXPRESS COMPANY

*Organization:* Incorporated under the laws of New York October 22, 1901; controlled jointly by United Traction Company, Hudson Valley Railway Company, and Schenectady Railway Company through ownership of the capital stock.

*Number of offices:* The number of express offices June 30, 1914, was 28, at none of which money orders were on sale.

*Principal officers:* President, H. E. Andrews; Vice-president in charge of Transportation, C. S. Sims; Vice-president in charge of Accounting and Treasury Department, W. H. Williams; Secretary and Auditor, Wilson H. Elder; Treasurer, H. F. Atherton; Attorney, James McPhillips.

*Directors:* Horace E. Andrews, Alfred H. Smith, W. K. Vanderbilt, jr., W. H. Williams, L. F. Loree, W. H. Davies of New York city; C. S. Sims, Axel Ekstrom, J. F. Hamilton of Albany, N. Y.

*Principal office:* 598 Broadway, Albany, N. Y.

## NATIONAL EXPRESS COMPANY

*Organization:* An unincorporated association organized under the common law of the State of New York April 1, 1895; \$475,000 of its nominal capital of \$500,000 was issued to American Express Company in consideration for certain property transferred to it (mainly "good will and contracts"), and the remaining \$25,000 was subscribed for at par by directors and others connected with American Express Com-

pany under an agreement by which the latter was given the right to take over their shares at any time at actual cost. In one or two instances since then, on the deaths of individual shareholders, American Express Company has taken over their shares under this agreement. By agreement effective July 1, 1912, its plant and equipment and all other tangible property were leased to American Express Company, the latter to pay to National Express Company an annual sum equivalent to 6 per cent on outstanding capital stock (practically all of which is owned by American Express Company), all taxes on property franchises or capital stock, and all other expenses incidental to the maintenance of organization of National Express Company. The business heretofore conducted by National Express Company may under this agreement be conducted by and at the option of American Express Company in whole or in part in the name of either company.

*Number of offices:* All offices are included in the report of American Express Company.

During the year ended June 30, 1914, the company was not operating, and did not report revenues or expenses or other items of Income account: abstracts of the report are therefore not included in the foregoing tabulations. As of June 30, 1914, the balance sheet is reported as follows: Assets: Good will and contracts, \$398,528.10; accounts receivable from American Express Company, lessee, \$101,471.90. Liabilities: Nominal value of shares, \$500,000.





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SLEEPING AND DRAWING ROOM CAR COMPANY

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## THE PULLMAN COMPANY

Abstract of the annual report of The Pullman Company to the Public Service Commission, Second District, for the year ended June 30, 1914.

*Organization:* Organized July 15, 1867, under an act of the General Assembly, State of Illinois, approved February 22, 1867, as Pullman's Palace Car Company. Name changed to The Pullman Company and the number of directors increased under the provisions of a general law of Illinois entitled "An Act relating to Corporations," approved April 10, 1872.

*Principal officers:* Chairman of the Board, Robert T. Lincoln; President, John S. Runnells; Secretary, A. S. Weinsheimer; Treasurer, L. S. Taylor; General Auditor, William Hough; General Manager, Richmond Dean; General Solicitor, F. B. Daniels; General Superintendent, L. S. Hungerford.

*Directors:* Robert T. Lincoln, John J. Mitchell, Chauncey Keep, and John S. Runnells of Chicago; Frank O. Lowden of Oregon, Ill.; and Norman B. Ream, William K. Vanderbilt, Frederick W. Vanderbilt, W. Seward Webb, George F. Baker, and J. P. Morgan of New York.

*Principal office:* Chicago, Ill.

*Mileage operated:* During the year ended June 30, 1914, the company conducted operations over a total railway mileage, single track, of 131,011 miles in the United States, Canada, and Mexico. Of this, 127,402 miles were operated under contracts with carriers by which the sole ownership of cars was vested in The Pullman Company, and 3609 miles were operated under contracts by which the ownership of cars was vested jointly in The Pullman Company and the carrier.

The following carriers having mileage in the State of New York are reported as having contracts for operation: Boston and Maine Railroad; Buffalo, Rochester and Pittsburgh Railway Company; The Delaware and Hudson Company; The Delaware, Lackawanna and Western Railroad Company; Erie Railroad Company; Grand Trunk System; The Lake Shore and Michigan Southern Railway Company; Lehigh Valley Railroad Company; New York Central Lines; Cranberry Lake Railroad Company; The New York, Chicago and St. Louis Railroad Company; The New York, New Haven and Hartford Railroad Company; New York, Ontario and Western Railway Company; Pennsylvania System; Rutland Railroad Company; The Ulster and Delaware Railroad Company. In addition, the road of The Lehigh and Hudson River Railway Company is operated over without a written contract.

*Operating contracts:* All of the operations of The Pullman Company except those over the Northern Pacific Lines are carried on under contracts or agreements by which, under varying terms and conditions, The Pullman Company furnishes the cars. With the Northern Pacific Railway Company, The Pullman Company is a party to an "Association contract," by the terms of which the Railway company furnishes the Association with tourist sleeping cars and The Pullman Company pays the Railway company 6 per cent interest on one-half the value of the cars; The Pullman Company furnishes the equipment for such cars and collects from the Railway company 6 per cent interest on one-half the value of the equipment. The revenues and expenses of the operation of sleeping cars under the association contract are included in the revenues and expenses of The Pullman Company, and a proportion of the net income from such operation is paid to the Northern Pacific interest in the Association.

*Auxiliary operations and other properties:* Under the classification prescribed by the Interstate Commerce Commission for sleeping car companies, "Auxiliary operations" covers dining and special car service; incidental commissarial service on sleeping, parlor, or other cars; and charter of commissarial cars, or incidental commissarial service on chartered cars. "Other properties" covers the operation of its car manufacturing and repair plant.

*Controlled corporations:* The company controls, through ownership of the entire capital stock, the Pullman Railroad Company, an active corporation. It also controls, through direct ownership of securities,

the Union Palace Car Company, the Mann's Boudoir Car Company, and the Woodruff Sleeping and Parlor Coach Company, all inactive corporations.

*Capital stock:* The capital stock is divided into 1,200,000 shares of par value of \$100 each. The total par value nominally outstanding is \$120,000,000, of which the company holds in its treasury \$1,978,200 stock and \$524 scrip, in its manufacturing department \$1,223,400, and in sinking or other funds \$188,300. The capital stock outstanding and not held by the company June 30, 1914, was \$116,609,576, of which \$4576 is classed as scrip. Regular dividends at the rate of 8 per cent were declared during the period covered by report, amounting to \$9,441,313.83.

*Funded debt:* The company has no funded debt.

*Balance sheet:* The balance sheet June 30, 1914, is as follows:

<i>Assets side:</i>	
Cost of property and equipment.....	\$144,673,625.48
Stocks owned.....	5,848,261.90
Funded debt owned.....	2,205,995.35
Lands owned.....	7,722.72
Cash.....	6,477,262.87
Bills receivable.....	28,044.98
Due from agents and conductors.....	401,761.71
Due from solvent companies and individuals.....	1,499,265.26
Materials and supplies.....	4,135,956.87
Sinking, insurance, and other funds.....	319,064.48
Sundries.....	12,014.10

Total..... \$165,608,975.72

<i>Liabilities side:</i>	
Capital stock.....	\$120,000,000.00
Audited vouchers and accounts.....	1,874,619.23
Wages and salaries.....	684,003.68
Dividends not called for.....	14,801.50
Matured interest coupons unpaid.....	80.00
Miscellaneous.....	3,097,390.24
Dividends accrued on capital stock.....	1,573,556.00
Reserve and adjustment accounts:	
Depreciation on cars.....	\$15,948,605.12
Depreciation on equipment.....	16,242,639.01
Reserve for accrued depreciation, buildings, appurtenances, etc.....	532,618.45
Insurance reserve fund account.....	306,304.71
Other miscellaneous reserve accounts.....	34,541.11
Profit and loss.....	5,299,816.67

Total..... \$165,608,975.72

"Cost of property and equipment" includes \$20,136,408.32 for the manufacturing department: in this amount is included the book valuation (not separately stated) of \$1,223,400 par value of The Pullman Company's own stock, also \$500,000 par value of Pullman Railroad Company stock.

*Income account:* The Income account for the year ended June 30, 1914, is as follows: note that it does not include operations of the manufacturing plant, the net income from which is carried direct to Profit and Loss account:

<i>Operating income:</i>	
Sleeping car operations:	
Revenues.....	\$41,499,396.04
Expenses.....	28,115,721.60
Net revenue from car operations.....	\$13,383,674.44
Auxiliary operations:	
Revenues.....	\$881,235.09
Expenses.....	\$81,774.87
Net deficit from auxiliary operations.....	539.78
Total net revenue.....	\$13,383,134.66
Taxes accrued.....	1,112,753.70
Operating income.....	\$12,270,375.96

*Other income:*

Hire of equipment, credit balance.....	\$17,057.50
Dividends declared on stocks owned or controlled.....	93,595.65
Interest accrued on funded debt owned or controlled.....	93,126.85
Interest on other securities, loans, and accounts.....	237,058.95

Total other income..... \$440,838.95

Gross corporate income..... \$12,711,214.91

*Deductions from gross corporate income:*

Other interest.....	\$47,552.93
Other deductions.....	306.45

Total deductions from gross corporate income..... \$47,859.38

Net corporate income..... \$12,663,355.53

*Disposition of net corporate income:*

Dividends declared on common stock:	
$\frac{1}{2}$ of 2% payable August 15, 1913.....	\$786,776.68
2% payable November 15, 1913.....	2,360,322.00
2% payable February 15, 1914.....	2,360,326.00
2% payable May 15, 1914.....	2,360,333.15
$\frac{3}{4}$ of 2% payable August 15, 1914.....	1,573,556.00
	\$9,441,313.83

Balance for year carried forward to credit of profit and loss..... \$3,222,041.70

*Profit and Loss account:* The Profit and Loss account for the year is as follows:

*Credits:*

Balance June 30, 1913.....	\$3,933,793.58
Balance for year brought forward from income account.....	3,222,041.70
Net income from other properties.....	3,058,729.20

Total..... \$10,214,564.48

*Debits:*

Various items charged direct belonging to the period prior to the year reported.....	\$1,914,747.81
Amount charged to reserve in fiscal year's accounts for further depreciation on cars in general.....	3,000,000.00
Credit balance June 30, 1914, carried to balance sheet.....	5,299,816.67

Total..... \$10,214,564.48

*Stocks owned:* The par value and book valuation of stocks owned by the company June 30, 1914, are shown below:

<i>Active corporations</i>	<i>Par value</i>	<i>Book valuation</i>
Stocks of respondent (excluding \$1,223,400 par value held by Manufacturing Dept. and that held in sinking fund).....	\$1,978,724.00	\$2,604,582.42
Pullman R. R. Co. (held as asset of Manufacturing Dept.).....	500,000.00	.....
Chesapeake and Ohio Ry. Co., common.....	41,200.00	7,828.00
National Biscuit Co. preferred.....	500,000.00	482,500.00
National Biscuit Co. common.....	500,000.00	210,000.00
Pullman Trust and Savings Bank.....	150,600.00	119,800.00
Roseland State Savings Bank.....	100,400.00	110,440.00
Union Pacific R. R. Co. preferred.....	31,500.00	23,625.00
N. Y. Hotel Co., Hot Springs, Ark.....	29,700.00	1.00
Old Point Comfort Improvement Co.....	22,800.00	1.00
Chicago Law Institute, law library.....	100.00	1.00

*Inactive corporations*

Pullman Land Association certificate of interest.....	1,604,200.00	2,289,483.48
Columbus, Sandusky and Hocking R. R. Co. preferred.....	28,726.00	.....
Columbus, Sandusky and Hocking R. R. Co. common.....	113,888.00	.....
Union Palace Car Co. common.....	7,500.00	.....
Cloud Steel Truck Co. common.....	50,000.00	.....
Continuous Transit Securities Co. common.....	7,700.00	.....
Multiple Speed and Traction Co. common.....	7,700.00	.....
Mann's Boudoir Car Co.....	997,800.00	.....
Woodruff Sleeping and Parlor Coach Co. common.....	974,300.00	.....

Totals..... \$7,646,838.00 \$5,848,261.90

*Funded debt owned:* The par value and book valuation of the funded debt owned by the company June 30, 1914, are shown below:

	<i>Par value</i>	<i>Book valuation</i>
Old Point Comfort Impvt. Co. 1st mtge. 4 $\frac{1}{2}$ % 25-year gold bonds.....	\$15,000.00	\$15,000.00
Old Point Comfort Impvt. Co. 6% 25-year gold income bonds.....	15,200.00	1.00
Consumers Gas Co. 1st mtge. 5% gold bonds.....	43,000.00	44,075.00
Chesapeake and Ohio Ry. Co. convert. 4 $\frac{1}{2}$ % gold bonds.....	20,000.00	18,700.00
Erie Elec. Motor Co. 6% mortgage bonds.....	22,000.00	22,000.00
Fort Worth and Denver City Ry. Co. 1st mtge. 6% gold bonds.....	25,000.00	19,250.00
Lake Shore and Michigan Southern Ry. Co. 4% 25-year gold bonds.....	500,000.00	492,500.00
N. Y., N. H. & H. R. R. Co. 50-year 4% debenture bonds.....	250,000.00	265,000.00
N. Y., N. H. & H. R. R. Co. special 4% bonds.....	66,000.00	63,302.50
Penna. R. R. Co. 10-year 3 $\frac{1}{2}$ % convertible gold bonds.....	250,000.00	250,000.00
Penna. Co. 4% gold loan bonds.....	500,000.00	501,250.00
U. S. Steel Corpor. 2nd mtge. 5% gold bonds.....	497,000.00	514,916.85
Columbus, Sandusky and Hocking R. R. Co. 5% gold bonds.....	633.75	.....
Columbus, Sandusky and Hocking R. R. Co. gen. mtge. gold inc. bonds.....	26,000.00	.....
Columbus, Sandusky and Hocking R. R. Co. 50-year inc. mtge. scrip.....	6,383.76	.....
Mann's Boudoir Car Co. 1st mtge. bonds.....	700,000.00	.....
Woodruff Sleeping and Parlor Coach Co. 1st mtge. bonds.....	600,000.00	.....

Totals..... \$3,536,217.51 \$2,205,995.35

*Property and equipment:* The "Cost of property and equipment" reported by the company is not the cost but the book value of such property, the book value being original cost less depreciation written off. The amounts at which different classes of property stood June 30, 1914, are as follows:

*Equipment:*

Standard sleeping cars.....	\$93,711,623.95
Tourist sleeping cars.....	7,334,462.55
Parlor cars.....	16,851,796.81
Dining cars.....	252,909.45
Composite cars.....	1,996,026.59
Private cars.....	806,386.91

Total equipment.....	\$120,953,206.26
Real estate used in operation.....	449,233.60
Buildings and fixtures used in operation.....	3,126,777.30
Miscellaneous properties, storeroom and porters' bunk cars.....	8,000.00

Total cost of property used in sleeping car operations \$124,537,217.16  
Manufacturing department (real estate, buildings, machinery, and other assets)..... 20,136,408.32

Total cost of property and equipment..... \$144,673,625.48

\$11,381,780.65 was charged to capital during the year and \$2,612-041.22 was written off, developing a net increase of \$8,769,739.43.

The debits and credits were distributed as follows:

<i>Equipment</i>	<i>Debits</i>	<i>Credits</i>
Standard sleeping cars.....	\$9,047,754.43	\$1,936,152.01
Tourist sleeping cars.....	652,000.00	100,000.00
Parlor cars.....	1,352,561.86	426,481.18
Composite cars.....	73,897.68	100,000.00
Private cars.....	144,784.04	34,392.21
Miscellaneous cars.....	.....	4,000.00
Buildings and fixtures used in operation.....	108,282.64	9,515.82
Miscellaneous properties, storeroom and porters' bunk cars.....	2,500.00	1,500.00

Totals..... \$11,381,780.65 \$2,612,041.22



Equipment owned or leased in service of the company June 30, 1914, together with equipment added and retired during year, is classified as follows:

	<i>Number added during year</i>	<i>Number retired during year</i>	<i>Number June 30, 1914</i>	<i>Net increase during year</i>
<i>Equipment owned:</i>				
Standard sleeping cars.....	492	169	5,095	323
Tourist sleeping cars.....	67	12	783	55
Parlor cars.....	109	69	1,143	40
Dining cars.....			11	
Composite cars.....	6	16	120	*10
Private cars.....	5	3	38	2
Miscellaneous cars.....		1		*1
Totals owned.....	679	270	7,193	409
<i>Equipment leased or otherwise acquired:</i>				
Cars leased from N. P. Ry., tourist.....			61	
L. S. & M. S. Ry., composite.....		2	8	*2
M. C. R. R., composite.....		6		*6
N. Y. C. & H. R. R. R., composite.....		1	13	*1
R., F. & P. R. R., kitchen.....		1	1	*1
Lehigh Valley R. R., compo- site.....	3		3	3
Totals leased, etc.....	3	10	90	*7
Totals in service.....	682	280	7,283	402

\* Decrease.

Of the cars in service at this date, 1909 standard sleeping cars, 388 parlor cars, 63 composite cars, and 10 private cars, a total of 2370, were of all steel construction.

*Operating revenues:* The revenues from car operations for the year are classified as follows, and combine both contract and association operations.

<i>Berth revenue:</i>	
Standard sleeping cars.....	\$33,075.88
Tourist sleeping cars.....	2,149,759.98
Other cars.....	214.00
<i>Seat revenue:</i>	
Standard sleeping cars.....	2,043,522.70
Tourist sleeping cars.....	7,794.27
Parlor cars.....	5,157,400.53
Composite cars.....	51,344.20
Other cars.....	3.90
<i>Charter of cars:</i>	
Standard sleeping cars, per diem rates.....	302,014.75
Standard sleeping cars, berth rates.....	16,171.76
Tourist sleeping cars, per diem rates.....	56,829.44
Tourist sleeping cars, berth rates.....	249.60
Private cars, per diem rates.....	230,054.79
Other cars to other than carriers, per diem rates.....	5,265.00
Other cars, berth or seat rates.....	6,128.30
Other cars to carriers, other rates.....	18,060.24
Miscellaneous revenue.....	81,069.53
Car mileage revenue.....	757,266.74
Association revenue, Dr.....	490,592.03
Contract revenue, Dr.....	1,969,045.99
Total.....	\$41,499,396.04

The "Association revenue" deduction shown is the amount paid under association contracts to the Northern Pacific Railway.

"Contract revenue, Dr." represents deductions from gross revenue paid to other carriers under the terms of operating contracts.

*Operating expenses:* The operating expenses reported for car operations are given below:

<i>Maintenance:</i>	
Superintendence.....	\$42,989.39
Standard sleeping cars, repairs.....	6,706,386.94
Tourist sleeping cars, repairs.....	668,927.54
Parlor cars, repairs.....	1,371,147.80
Composite cars, repairs.....	74,415.65
Private cars, repairs.....	73,356.67
Other cars, repairs.....	.69
Standard sleeping cars, depreciation adjustments.....	99,281.65
Tourist sleeping cars, depreciation adjustments.....	33,087.96
Parlor cars, depreciation adjustments.....	49,045.02
Composite cars, depreciation adjustments.....	65,045.57
Private cars, depreciation adjustments.....	1,700.54

Other cars, depreciation adjustments.....	\$322.37
Standard sleeping cars, depreciation.....	4,149,019.53
Tourist sleeping cars, depreciation.....	358,235.59
Parlor cars, depreciation.....	724,114.50
Composite cars, depreciation.....	102,895.49
Private cars, depreciation.....	36,194.90
Other cars, depreciation.....	18.53
Shop machinery and tools.....	47,923.93
Buildings, appurtenances, and grounds.....	94,400.71
Buildings, appurtenances, and grounds, depreciation..	58,388.26
Stationery and printing.....	13,198.80
Injuries to persons.....	5,047.55
Maintenance of association cars, Cr.....	100,518.85

Total maintenance..... \$14,674,656.76

*Conducting car operations:*

Superintendence.....	\$208,475.95
District employees and expenses.....	1,451,646.31
Conductors.....	2,587,036.49
Porters and maids.....	2,581,172.72
Car cleaning, general.....	1,259,069.20
Car cleaning, special.....	691,281.95
Laundry.....	1,781,020.41
Other car supplies and expenses, general.....	357,006.22
Other car supplies and expenses, special.....	1,209,635.77
Stationery and printing.....	134,657.99
Loss and damage.....	26,467.58
Injuries to persons.....	132,808.59
Other expenses conducting car operations.....	59,986.42
Operation of association cars, Cr.....	104,642.59

Total conducting car operations..... \$12,375,623.01

*General expenses:*

Salaries and expenses of general officers.....	\$171,820.70
Salaries and expenses of clerks and attendants.....	452,142.04
General office supplies and expenses.....	35,136.89
Law expenses.....	185,625.70
Pension and relief expenses.....	83,316.12
Insurance.....	70,370.17
Stationery and printing.....	38,876.85
Other general expenses.....	29,478.34
Administration association cars, Cr.....	1,324.98

Total general expenses..... \$1,065,441.83

*Recapitulation:*

Maintenance.....	\$14,674,656.76
Conducting car operations.....	12,375,623.01
General expenses.....	1,065,441.83

Total of car operations..... \$28,115,721.60

Operating ratio..... 67.75%

The following is a summary of revenues and expenses of auxiliary operations:

*Commissarial service:*

<i>Operating revenues:</i>	
Dining and special car revenue.....	\$61,868.01
Sleeping and parlor car commissarial revenue.....	761,983.11
Miscellaneous revenue.....	57,383.97
	\$881,235.09

<i>Operating expenses:</i>	
Maintenance.....	\$76,193.01
Conducting commissarial services.....	791,809.52
General expenses.....	13,472.34
	\$881,774.87

Auxiliary operations, deficit..... 539.78

The following is a summary of revenues and expenses of other properties (manufacturing plant):

<i>Revenues:</i>	
Revenues from construction of cars owned.....	\$11,551,921.24
Revenues from repairs of cars owned.....	190,311.49
Revenues from construction and repair work for others.....	18,846,093.62
Miscellaneous revenues or in- come.....	2,439,382.84
	\$33,027,709.19
<i>Expenses:</i>	
Operating expenses.....	\$29,883,912.19
Taxes.....	85,067.80
	29,968,979.99
Net revenue manufacturing plant.....	\$3,058,729.20

*Operating statistics:* Below are given certain statistics and operating revenue and expense averages and comparisons. The revenues and expenses used include both contract operations and association operations.

Total number revenue passengers:

Berth.....	14,491,276	
Seat.....	11,697,477	
		26,188,753
Total number non-revenue passengers.....		1,114,436
Total number car-miles.....		717,789,163
Total number car-days.....		2,209,383
Average number revenue passengers per car per day..		12
Average revenue per passenger, berth.....		\$2.43
Average revenue per passenger, seat.....		\$0.62
Total operating revenues.....	\$11,499,396.04	
Operating revenues per car-mile.....	\$0.05782	
Operating revenues per car-day.....	\$18.783	
Total operating expenses.....	\$28,115,721.60	
Operating expenses per car-mile.....	\$0.03917	
Operating expenses per car-day.....	\$12.726	
Net operating revenue.....	\$13,383,674.44	
Net operating revenue per car-mile.....	\$0.01865	
Net operating revenue per car-day.....	\$6.058	
Average number car-miles per car-day.....		324.88
Average number car-miles per mile of trackage operated over.....		5,478.85
Average capacity per car:		
Standard sleeping cars, berths.....		26.74
Tourist sleeping cars, berths.....		31.45
Parlor cars, chairs or seats.....		30.41
Composite cars, seats.....		26.02
Average cost per car of steel cars placed in service during year.....	\$18,878.22	

Average weight per car equipped for service:

Steel cars.....	146,000 lbs.
Other than steel cars.....	113,000 lbs.

*Employees and salaries:* The number of employees on the payroll as of June 30, 1914, and the average daily compensation reported for different classes, are as follows: the figures given include employees in auxiliary operations but not employees in the manufacturing plant:

Class	Number	Average daily compensation
Maintenance:		
Mechanics, electricians, seamstresses, repairers, carpenters, shop employees, etc.....	5,150	\$2.69
Conducting car operations:		
General officers and staff (superintendence).....	87	4.21
District superintendents, agents, and staff.....	1,282	2.46
Conductors.....	2,311	2.99
Porters and maids.....	6,451	1.11
Train stenographers.....	5	2.31
Car cleaners.....	3,967	1.61
General expenses:		
General officers.....	27	21.28
Clerks and attendants.....	510	2.41
Outside operations:		
Commissary (superintendence).....	17	2.87
Agents and staff, conductors, waiters, cooks, etc.....	303	1.50
Total all employees.....	20,110	\$2.00
Less general officers.....	27	21.28
Total excluding general officers.....	20,083	1.97





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STAGE COACH CORPORATIONS



## STAGE COACH CORPORATIONS,

The following particulars are abstracted from reports of those concerns which are designated "Stage coach corporations" by sections 24 and 25 of the ships. It has been impracticable to analyze or effectively to criticize these returns, and the statements and figures shown are simply given as reported, although Although diligent effort has been made to obtain returns from all concerns which are required by the law to render reports to the Public Service Commission, returns but did not, are listed at the foot of the table under the title "Stage coach corporations which failed to file reports".

The names of concerns which were granted certificates of convenience and necessity prior to June 30, 1914, but did not conduct any operations during the Names of **incorporated** concerns are in **black face** type.  
*Net losses are shown in italics.*

Line No.	Capitalization		Income statement				Line No.
	Designation of security	Par value outstanding	Period covered	Revenue	Income deductions *	Net income	
		<i>Dollars</i>		<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1			2/ 6/14 to 6/30/14	375	205	170	1
2			5/20/14 to 6/30/14	560	469	91	2
3			6/15/14 to 9/30/14	1,311	789	523	3
4			12/ /13 to 6/30/14	3,250	2,660	590	4
5	Capital stock.....	6,850	7/ 1/13 to 6/30/14	3,436	<sup>1</sup> 3,978	<sup>5</sup> 42	5
6			4/ 5/14 to 6/30/14	<sup>2</sup> 1,145	<sup>2</sup> 636	<sup>2</sup> 489	6
7			7/ 1/13 to 6/30/14	5,090	3,987	1,103	7
8			9/ 1/13 to 9/ 1/14	8,371	7,405	965	8
9			7/ 1/13 to 12/ 1/13	2,539	1,789	750	9
10			6/ 1/14 to 8/ 1/14	500	330	170	10
11			6/21/14 to 9/20/14	4,000	1,740	660	11
12			7/ 1/13 to 6/30/14	3,489	1,890	1,599	12
13			7/ 1/13 to 6/30/14	125	217	<sup>92</sup>	13
14			6/30/14 to 8/30/14	406	285	121	14
15			10/20/13 to 6/30/14	2,880	<sup>3</sup> 2,612	268	15
16			5/22/14 to 9/25/14	1,953	853	1,100	16
17			5/ 1/14 to 9/30/14	1,600	1,203	396	17
18	Capital stock.....	3,500	7/ 1/13 to 6/30/14	3,979	3,030	949	18
19	Capital stock.....	18,000	7/ 1/13 to 6/30/14	11,831	10,653	1,178	19
20			10/13/13 to 8/ 1/14	3,296	2,586	710	20
21	Capital stock.....	5,000	7/15/14 to 9/30/14	645	732	87	21
22			5/25/13 to 10/28/13	1,531	1,164	367	22
23			6/ 1/13 to 6/ 1/14	7,525	6,502	1,023	23
24			6/ 1/13 to 6/ 1/14	4,376	3,554	822	24
25			7/ 1/13 to 6/30/14	3,555	3,540	15	25
26	Capital stock.....	100	9/ 1/13 to 9/ 1/14	1,000	600	400	26
27			7/ 1/13 to 9/ 7/13	556	440	116	27
28			5/ 1/14 to 9/ 1/14	1,344	1,191	153	28
29			2/ 1/14 to 9/ 1/14	1,871	620	1,251	29
30			7/ 1/13 to 6/30/14	5,763	4,978	785	30
31			3/10/14 to 9/ 1/14	1,015	548	467	31
32			9/ /13 to 6/ /14	2,592	2,960	<sup>388</sup>	32
33			7/ 1/13 to 6/30/14	3,397	2,749	649	33
34			5/ 1/14 to 9/ 1/14	930	660	270	34
35			4/ 3/14 to 9/ 3/14	500	250	250	35
36			5/30/14 to 9/15/14	729	605	123	36
37	Capital stock.....	2,165	4/ 1/14 to 6/30/14	632	205	427	37
38	Capital stock.....	25	7/ 1/13 to 6/30/14	5,805	<sup>6</sup> 6,801	<sup>995</sup>	38
39	Capital stock.....	4,000	5/ 1/14 to 7/ 1/14	291	275	16	39
40			4/27/14 to 6/30/14	827	746	81	40
41			4/27/14 to 11/14/14	6,598	<sup>7</sup> 3,688	<sup>7</sup> 2,909	41
42			7/ 1/13 to 6/30/14	2,590	1,789	801	42
43	Capital stock.....	12,650	9/ 1/13 to 9/ 1/14	5,564	<sup>8</sup> 7,470	<sup>1,906</sup>	43
44			4/ 1/14 to 6/30/14	1,778	582	1,196	44
45	Capital stock.....	16,000	7/ 1/13 to 6/30/14	13,624	10,014	3,610	45
46			7/ 1/13 to 6/30/14	3,928	3,537	391	46
47			5/15/14 to 6/30/14	630	429	201	47
48			5/21/13 to 6/30/14	8,000	5,702	2,298	48
49			6/21/14 to 9/20/14	1,170	450	720	49
50							50
51							51
52							52

Stage coach corporations which failed to file reports:

Aker, Jonas J., Schenectady, N. Y.  
 Alden-Transit Company, Inc., Buffalo, N. Y.  
 Berne Bus Line, Berne, N. Y.  
 Brewster, Charles A., Addison, N. Y.

Butler, Frank C., Canastota, N. Y.  
 Colburn, J. L., Oneonta, N. Y.  
 Comstock, A. B., Sherwood, N. Y.  
 East Aurora Motor Power Company, East Aurora, N. Y.

\* Including operating expenses; also taxes, rent, and interest, if any.

<sup>1</sup> Includes \$960 "paid on cars".

<sup>2</sup> So reported though evidently erroneous in one or more of the items.

<sup>3</sup> Includes \$500 for depreciation.

<sup>6</sup> Includes 15% depreciation on \$10,903, value of bases.

<sup>7</sup> Presumptive figures; report is ambiguous.

<sup>8</sup> Includes \$2000 depreciation.

## YEAR ENDED JUNE 30, 1914

Transportation Corporations Law. These concerns are mostly the so called "Auto bus lines," and are generally owned and operated by individuals or copartners here and there some obvious inaccuracy has been corrected or commented on in a footnote.

Second District, there are a number which have made no return. The names of the concerns which according to the best records available should have made year ended on that date have been, where ascertained, omitted from these lists.

Line No.	Name of concern and responsible executive	Office address	Route	Line No.
1	Albany and Voorheesville Express (Albert D. Gray, owner) . . .	Delmar, N. Y. . . . .	Albany — Voorheesville . . . . .	1
2	Alfred — Hornell Auto Transit (William W. Sheldon, owner) . . .	Alfred, N. Y. . . . .	Alfred — Alfred Station — Almond — Hornell . . .	2
3	Amell, William . . . . .	Redford, N. Y. . . . .	Plattsburgh — Cadyville — Elsenora — Danne- mora — Saranac — Moffitsville — Redford . . .	3
4	Anderson Stage Line Corporation (P. J. Tummins, treasurer) . .	Newcomb, N. Y. . . . .	North Creek — Minerva — Newcomb — Long Lake . . . . .	4
5	Auburn and Moravia Auto Bus Company, The (Timothy J. Flood, secretary) . . . . .	6 Mary street, Auburn, N. Y. . . . .	Auburn — Owaseo — Moravia . . . . .	5
6	Austin, Fred B. . . . .	Herkimer, N. Y. . . . .	Herkimer — Middleville — Newport — South Poland — Cold Brook . . . . .	6
7	Buckmaster and Morrison (Ralph J. Buckmaster and Jay E. Morrison, partners) . . . . .	7 W. Washington street, Bath, N. Y. . . . .	Bath — New York State Soldiers and Sailors Home . . .	7
8	Buffalo — Akron Transit Company (William H. Penseyres, president) . . . . .	891 Main street, Buffalo, N. Y. . . . .	Buffalo — Akron; Buffalo — Lancaster — Alden . . .	8
9	Bundy, Nathan A. . . . .	2433 Seneca street, Buffalo, N. Y. . . . .	East Seneca — East Aurora . . . . .	9
10	Butler, Guy E. . . . .	Cherry Valley, N. Y. . . . .	Richfield Springs — Cherry Valley . . . . .	10
11	Cairo Catskill Quick Line (Frederick Weeks, owner) . . . . .	Cairo, N. Y. . . . .	Catskill — Cairo . . . . .	11
12	Canajoharie and Sharon Springs Auto Bus and Car Line Company, Inc. (Seth Smith, treasurer) . . . . .	Sharon Springs, N. Y. . . . .	Sharon Springs — Canajoharie — Palatine Bridge . . .	12
13	Corinth Glens Falls Stage Line (Benjamin P. Ogden, owner) . .	Corinth, N. Y. . . . .	Corinth — Glens Falls . . . . .	13
14	Crane, E. F. . . . .	Grand Central Ave., Horseheads, N. Y. . . . .	Horseheads — Erin . . . . .	14
15	Farrell, Daniel . . . . .	Montezuma, N. Y. . . . .	Montezuma — Auburn . . . . .	15
16	Fling's Trucking Agency (Wilbur S. Fling, owner) . . . . .	Binghamton, N. Y. . . . .	Binghamton — Windsor . . . . .	16
17	Garrison, William R. . . . .	Palenville, N. Y. . . . .	Palenville — Saugerties . . . . .	17
18	Gates, George E., and Son . . . . .	Sterlingville, N. Y. . . . .	Carthage — Watertown . . . . .	18
19	Glens Falls-Bolton Auto Stage Line (J. E. Miller, secretary) . .	35 Ridge street, Glens Falls, N. Y. . . . .	Glens Falls — Lake George — Bolton . . . . .	19
20	Hannan and Henry Motor Car Company (Ralph J. Henry, president) . . . . .	Ogdensburg, N. Y. . . . .	Plattsburgh — Keeseville; Ogdensburg — Canton . . .	20
21	Hatch, Raymond M. . . . .	Trumansburg, N. Y. . . . .	Trumansburg — Ithaca . . . . .	21
22	Henderson Transportation Company, Inc., The (L. D. Butterfield, president) . . . . .	Watertown, N. Y. . . . .	Watertown — Adams — Henderson . . . . .	22
23	Huber, Elmer W. . . . .	Gardenville, N. Y. . . . .	Buffalo — Ebenezer — Spring Brook — East Aurora . . .	23
24	Hudson-Hillsdale-Hudson-Poughkeepsie Bus Line (Luther Shute, owner) . . . . .	244 Warren street, Hudson, N. Y. . . . .	Hudson — State Line; Hudson — Poughkeepsie . . .	24
25	Hudson-Philmont Auto Bus Line (Luther Shute and David McIntyre, partners) . . . . .	244 Warren street, Hudson, N. Y. . . . .	Hudson — Philmont . . . . .	25
26	Ingalls Motor Bus Line (Grant Ingalls, owner) <sup>4</sup> . . . . .	Cuba, N. Y. . . . .	Cuba — Olean . . . . .	26
27	Inter-Urban Motor Company (O. L. Stewart, president) . . . . .	Ithaca, N. Y. . . . .	Ithaca — Slatesville — Newfield — Trumansburg . . .	27
28	Jasper and Canistota Bus Line (Rollo A. Hilborn, manager) . . .	Jasper, N. Y. . . . .	Jasper — Canistota . . . . .	28
29	Johnstown Caroga Lake Auto Line (William Van Antwerp, owner)	10 Meadow street, Johnstown, N. Y. . . . .	Johnstown — Caroga Lake . . . . .	29
30	Kingston Saugerties Bus Line (Frederick A. Flick, owner) . . . .	223 Wall street, Kingston, N. Y. . . . .	Kingston — Saugerties . . . . .	30
31	Lamphire, R. E. <sup>5</sup> . . . . .	Grafton, N. Y. . . . .	Grafton — Troy . . . . .	31
32	Livermore and Greene (J. L. Livermore and C. C. Greene, partners)	Endicott, N. Y. . . . .	Binghamton — Lestershire — Endicott — Vestal — Union — Union Center — Nain . . . . .	32
33	Loudon Road Auto Bus Line (David Jeram, sr., owner) . . . . .	Newtonville, N. Y. . . . .	Albany — Loudonville — Newtonville — Latham's Corners . . . . .	33
34	Morrell, George W. . . . .	Fort Jackson, N. Y. . . . .	North Lawrence — Lawrenceville — Hopkinton — Fort Jackson . . . . .	34
35	North Creek and Newcomb Mail and Stage Line (Edward A. Lynch, owner) . . . . .	Minerva, N. Y. . . . .	North Creek — Newcomb — McIntyre Iron Works . . .	35
36	North Creek and Warrensburgh Auto Stage Line (Fred Rogers and James M. Somerville, partners) . . . . .	North Creek, N. Y. . . . .	Warrensburgh — Chestertown — Loon Lake — Riverside — Weavertown — North Creek . . . . .	36
37	Peoples Transit Line (R. G. Dickens and C. M. Bauer, partners)	38 Dyke street, Wellsville, N. Y. . . . .	Wellsville — Scio; Wellsville — Stanard . . . . .	37
38	Potter, Fred R. . . . .	Alfred, N. Y. . . . .	Hornell — Alfred . . . . .	38
39	Rauster, Charles E. . . . .	Johnstown, N. Y. . . . .	Gloversville — Johnstown — Cork Center — New- kirk's Mills — Caroga — Canada — Green Lake . . .	39
40	Rome and Custodial Bus Line, Inc. (Mrs. Ernest Hay, secretary)	Custodial Asylum, Rome, N. Y. . . . .	Rome — Rome State Custodial Asylum . . . . .	40
41	Saratoga Stage Line (E. D. Starbuck, president) . . . . .	Saratoga Springs, N. Y. . . . .	Saratoga Springs — Luzerne . . . . .	41
42	Seneca Falls and Lodi Stage Company, Inc. (Elmer C. Davis, president) . . . . .	Seneca Falls, N. Y. . . . .	Seneca Falls — Lodi — Ashers Corners — Romulus . . .	42
43	Service Transportation Company (Lewis Service, president) . . .	Stratford, N. Y. . . . .	Stratford — Dolgeville — Salisbury Center — Little Falls . . . . .	43
44	Shufelt and Tanner (Charles B. Tanner and Stanton Shufelt, partners) . . . . .	Rensselaerville, N. Y. . . . .	Albany — Rensselaerville . . . . .	44
45	Storms, Franklin P. . . . .	Chittenango, N. Y. . . . .	Chittenango — Chittenango Station . . . . .	45
46	Troy Auto Bus Corporation (John Burdick, secretary) . . . . .	432 10th street, Troy, N. Y. . . . .	Troy — Grafton . . . . .	46
47	Turton and Snyder (Edward J. Turton and Peter Snyder, partners)	Rhinebeck, N. Y. . . . .	Rhinecliff — Rhinebeck . . . . .	47
48	United Transportation Company, Inc. (A. A. Rabidon, secretary)	18-20 State street, Troy, N. Y. . . . .	Albany — Troy — Pittsfield . . . . .	48
49	Van Arnam, George E. . . . .	Northville, N. Y. . . . .	Lake Pleasant — Northville . . . . .	49
50	Waterloo and Cayuga Lake Stage Company (Frank Calarco) . . .	Seneca Falls, N. Y. . . . .	Waterloo — Cayuga Lake . . . . .	50
51	Welcome, George A. . . . .	405 Hulett St., Schenectady, N. Y. . . . .	Schenectady — Albany — Rensselaer — Nassau — Schodack Center — Lebanon — State Line . . . . .	51
52	Wolven and Manning (Louis Wolven and W. H. Manning, partners)	Palenville, N. Y. . . . .	Catskill — Palenville . . . . .	52

## Stage coach corporations which failed to file reports:

Everson, Edward L., Henderson, N. Y.  
Fraligh Brothers, Rhinebeck, N. Y.  
Glassbrooks Stage Line, Inc., Chester, N. Y.  
Haddock, D. C., Clinton, N. Y.  
Hinckel, Charles A., Albany, N. Y.  
Kapfer, John, and George Weeks, Carthage, N. Y.  
Kilmer, Carl M. (Chittenango Garage Co.), Chittenango, N. Y.

Lowville, Copenhagen and Watertown Auto Bus Line, Lowville, N. Y.  
New York State Railways, Rochester, N. Y.  
Polhamus, Frank L., Aurora, N. Y.  
Ramsey and Goodness, Luzerne, N. Y.  
Snyder, Augustus, Coeymans, N. Y.  
Suburban Transportation Co. of Plattsburgh, Inc., Plattsburgh, N. Y.  
Waddell Emerson Stage Company, Inc., Warrensburgh, N. Y.

<sup>4</sup> Began operations May 4, 1914; no income account reported.  
<sup>5</sup> Began operations April 10, 1914; no income account reported.





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BAGGAGE COMPANIES AND TRANSFER COMPANIES

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## BAGGAGE COMPANIES AND TRANSFER COMPANIES, YEAR ENDED JUNE 30, 1914

The following particulars are abstracted from reports of those concerns which are designated "Baggage companies" and "Transfer companies" by section 2, subdivision 9a of the Public Service Commissions Law. In the majority of instances the concern so designated is merely a teaming business, conducted by an individual or copartnership. It has been impracticable to analyze or effectively to criticize these returns, and the statements and figures shown are simply given as reported, although here and there some obvious inaccuracy has been corrected.

Although diligent effort has been made to obtain returns from all concerns which are required by the law to render reports to the Public Service Commission, Second District, there are a number which have made no return. The names of the concerns which according to the best records available should have made returns but did not, are listed at the foot of the table under the title "Baggage companies and transfer companies which failed to file reports".

Names of incorporated concerns are in black face type.

Net losses are shown in italics.

L.No.	Name of concern and responsible executive	Office address	Railroad in connection with which operated	L.No.
1	Armstrong, R., Express Company (R. Armstrong, owner)	Yonkers, N. Y.	New York Central and Hudson River R.R.	1
2	Ashtenan, Henry	55 Central avenue, Oneida, N. Y.	New York Central and Hudson River R.R.	2
3	Banker's Express (Herbert E. Banker, owner)	Peekskill, N. Y.	New York, Ontario and Western R.R.	3
4	Bates Transfer (George W. Bates, owner)	Catskill, N. Y.	New York Central and Hudson River R.R.	4
5	Central Transfer Company (Edward O'Brien, owner)	White Plains, N. Y.	West Shore R.R.	5
6	Central Transfer (Andrew Templeton, superintendent)	Newburgh, N. Y.	Catskill Mountain Ry.	6
7	Cornell Transfer Company (F. A. Tyler, manager)	Ithaca, N. Y.	New York Central and Hudson River R.R.	7
8	Gould, F. J., and Company (F. J. Gould and H. A. Bell, partners)	Watertown, N. Y.	Lehigh Valley R.R.	8
9	Harding, Ward	Owego, N. Y.	New York Central and Hudson River R.R.	9
			Lehigh Valley R.R.	
			Delaware, Lackawanna and Western R.R.	
			Delaware and Hudson.	
			Erie R.R.	
10	Judd's Express (Louis B. Judd, owner)	Syracuse, N. Y.	Delaware, Lackawanna and Western R.R.	10
11	Miller, C. W., Transfer Company (R. W. Graves, secretary)	Buffalo, N. Y.	New York Central and Hudson River R.R.	11
			Erie R.R.	
			Lehigh Valley R.R.	
12	Mitchell, George H.	Cooperstown, N. Y.	Delaware and Hudson	12
13	Mollen Transfer Company (Charles and Joseph W. Mollen, partners)	Binghamton, N. Y.	Erie R.R.	13
14	Niagara Falls Transfer Company (J. C. Level, president)	Niagara Falls, N. Y.	New York Central and Hudson River R.R.	14
			Erie R.R.	
			International Ry.	
			Niagara Gorge R.R.	
			Erie R.R.	
15	Oberg Baggage Transfer and Taxicab Company (Frank E. Covey and Mark Berry, partners)	Jamestown, N. Y.		15
16	Patchen, James G.	Westfield, N. Y.	New York, Chicago and St. Louis R.R.	16
17	Poughkeepsie Cab and Transfer Company	Poughkeepsie, N. Y.	New York Central and Hudson River R.R.	17
			Central New England R.R.	
18	Rounds Express (T. J. Benham, owner)	10 Lewis street, Auburn, N. Y.	Westcott Express Co.	18
19	Saratoga Stage Line, Inc. (Eugene E. Hayden, secretary)	Saratoga Springs, N. Y.	Delaware and Hudson	19
20	Spencers Livery (M. L. and W. H. Spencer, partners)	Canandaigua, N. Y.	New York Central and Hudson River R.R.	20
			Canandaigua Lake Transportation Co.	
21	Streeter, O. L., Baggage Transfer (O. L. Streeter, owner)	Elmira, N. Y.	Erie R.R.	21
			Delaware, Lackawanna and Western R.R.	
			Pennsylvania R.R.	
22	Union Transfer Company (F. A. Tyler, treasurer)	Ithaca, N. Y.	Lehigh Valley R.R.	22
23	Walrath, Lester	Herkimer, N. Y.	New York Central and Hudson River R.R.	23
			Otsego and Herkimer R.R.	
24	Westcott Express Company (William C. Fargo, secretary)	65 Broadway, New York city	Delaware, Lackawanna and Western R.R.	24
			New York Central and Hudson River R.R.	
			Troy Union R.R.	
			New York, New Haven and Hartford R.R.	
			Erie R.R.	
			New York, Ontario and Western Ry.	
25	Whalen, John J.	Millerton, N. Y.	New York Central and Hudson River R.R.	25

Line No.	Capitalization		Income statement				Line No.
	Designation of security	Par value outstanding	Period covered	Revenue	Income deductions *	Net income	
		Dollars		Dollars	Dollars	Dollars	
1			7/ 1/13 to 6/30/14	22,083	2,133	19,950	1
2			7/ 1/13 to 6/30/14	900	500	400	2
3			7/ 1/13 to 6/30/14	3,600	2,180	1,420	3
4			7/ 1/13 to 6/30/14	796	1,068	272	4
5			7/ 1/13 to 6/30/14	23,098	22,085	1,013	5
6			7/ 1/13 to 6/30/14	3,248	4,673	1,425	6
7			8/ 1/13 to 7/31/14	20,773	19,616	1,156	7
8	Capital stock	700	9/ 1/13 to 8/31/14	2,080	1,200	880	8
9			6/11/14 to 9/11/14	705	492	213	9
10			7/ 1/13 to 6/30/14	33,150	30,285	2,875	10
11	Capital stock	150,000	7/ 1/13 to 6/30/14	307,756	295,096	12,660	11
12	5% mortgage bonds	150,000	7/ 1/13 to 6/30/14	570	200	370	12
13			1/ 1/13 to 12/31/13	6,149	4,486	1,663	13
14	Capital stock	87,350	11/ 1/12 to 10/31/13	61,203	57,430	3,772	14
15	6% first mortgage bonds	41,000	9/ 1/13 to 8/31/14	5,542	3,962	1,580	15
16			10/ 1/13 to 9/30/14	1,500	330	1,190	16
17			7/ 1/13 to 6/3/14	43,910	42,753	1,157	17
18			7/ 1/13 to 6/30/14	3,160	1,040	2,120	18
19	Capital stock	2,800	7/ 1/13 to 6/30/14	4,358	4,043	315	19
20			7/ 1/13 to 6/30/14	14,960	12,920	2,040	20
21			7/ 1/13 to 6/30/14	3,179	3,047	132	21
22	Capital stock	5,000	8/ 1/13 to 7/31/14	50		50	22
23			7/ 1/13 to 6/30/14	2,026	607	1,419	23
24	Capital stock	650,000	7/ 1/13 to 6/30/14	897,888	853,095	44,793	24
25			7/ 1/13 to 6/30/14	730	350	380	25

Baggage companies and transfer companies which failed to file reports:

Carroll Carting Company, Batavia, N. Y.  
 Champlain Transportation Company, Port Kent, N. Y.  
 Clemmings, Bert, Oswego, N. Y.  
 Davis, John, Binghamton, N. Y.  
 Doane, W. H., Elmira, N. Y.  
 Fancher, A. S., Oneonta, N. Y.  
 Gage, Jason, Westfield, N. Y.

Higgins, William, Corning, N. Y.  
 LaTour Livery Company, Saranac Lake, N. Y.  
 Otis, L. E., Lake Placid, N. Y.  
 Pye, J. H., Poughkeepsie, N. Y.  
 Quinn, Michael, Geneva, N. Y.  
 Stanwix Hall Express, Rome, N. Y.

\* Including operating expenses; also taxes, rent, and interest, if any.

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STOCK YARD COMPANY

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## STOCK YARD COMPANY

The Public Service Commissions Law as amended by chapter 506, laws of 1913, gives the Public Service Commissions jurisdiction over stock yards and over stock yard companies owning, leasing, or operating the same, to the same extent that such jurisdiction applies to "depots, freight houses and shipping stations of a common carrier, including the duty of such stock yard company to submit reports and be subjected to investigations as if it were a common carrier". There has been found within the jurisdiction of the Second District Commission only one Stock Yard Company as that term is defined in the law, which is not a railroad corporation and has hitherto not made reports to the Commission as a common carrier. An abstract of the report of this Stock Yard Company is as follows:

Name of concern: Patrick Horan (unincorporated).  
Location of yard: West Albany.  
*Income statement for year ended June 30, 1914:*

Revenues . . . . .	\$10,958
Operating expenses . . . . .	8,318
	<hr/>
Net income for the year . . . . .	\$2,640

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INSPECTIONS OF STEAM RAILROADS

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## INSPECTIONS OF STEAM RAILROADS

## ADIRONDACK AND ST. LAWRENCE RAILROAD.

Inspected May 22, 1914. Last previous inspection June 9, 1913.  
*To the Public Service Commission, Second District:*

I have inspected the Adirondack and St. Lawrence railroad and submit the following report:

This railroad has a single track line of standard gauge extending from DeKalb Junction, where it connects with the New York Central and Hudson River railroad, to Hermon, a distance of 3.6 miles.

The line is lightly constructed across a rolling country and has some fairly heavy grades. There are some sharp curves, but both grades and curves are readily operated with the present traffic. The cuts and fills are in good condition, and track ditches are provided for drainage. There are several places however where the track is heaved by the action of frost during the winter season, and it is suggested that a moderate amount of tile drainage would show a marked improvement. The surface and line of the track are fair to good.

The track is laid with 60-lb. rail which is in fair condition and suitable for the traffic. In the yard at DeKalb Junction, deliveries are made to this road with a heavy engine from the New York Central line, and it is evident that the rail is too light for the service required of it. It is suggested that heavier rail be laid at that place if practicable. Repairs should be made at one place near DeKalb Junction where the rails on the main track were spreading. The track ties generally are in good condition, and the rate of renewal appears to be sufficient for proper maintenance. The track is well ballasted with mine tailings and cinders. Split switches and rigid frogs and switch stands are used in the turnouts and are in good condition. Tie-plates are used to some extent on the curves. One track gang of about 4 men during the working season handles the track work satisfactorily. The right of way is clean and properly fenced. The road crossings are in good condition except that the signs need painting.

The only open deck structure on the line is a deck truss with timber trestle approaches. As mentioned in the report for last year the concrete abutments are too narrow properly to support the embankments. It was stated that concrete piers are to be built this season, and that the abutments will be made wider. The culverts and cattle-passes are of concrete arch and box construction and are in good condition.

The only station maintained by this company, at Hermon, is in good condition and suitable for the traffic. Joint use is made of the New York Central station at DeKalb Junction. The improvement of interchange facilities at the latter place has been discussed for a long time but no change has been made. It is unfortunate that an agreement can not be reached by the two railroad companies, for the present situation is always unsatisfactory and often unsafe for passengers who transfer between the two roads.

The principal business of this road is the transportation of ore from the pyrites mines to DeKalb Junction. One train handles all of the business, and the existing facilities excepting at DeKalb Junction are sufficient. There are no grade crossings with other railroads.

Since the preceding inspection was made, a concrete arch culvert has been completed, and a considerable amount of ballasting has been done. Improvements contemplated for the near future include an extension of the ballasting and the building of concrete piers at the truss bridge. The recommendations of the preceding report were carried out in most respects, except that the company has been unable to arrange with the New York Central for improved facilities at DeKalb Junction. It is recommended that the spreading rails be repaired, and that the faded crossing-signs be painted.

Respectfully,  
 J. B. STOUDEUR,  
*Steam Railroad Inspector.*

## BATH AND HAMMONDSPORT RAILROAD.

Inspected September 8, 1914. Last previous inspection November 4, 1913.

*To the Public Service Commission, Second District:*

I have inspected the Bath and Hammondsport railroad and submit the following report:

This railroad is a standard gauge single track line extending from Bath where it connects with the Erie railroad, to Hammondsport on Lake Keuka, a distance of 9.23 miles. The sidings amount to 0.46 mile. The line extends through fairly rough country and crosses a divide between the Cohocton river and

Lake Keuka. The grades are heavy but are not extreme for a light railway. The construction grading was light in amount, and the cuts and fills have a sufficient cross-section to support the ballast. Suitable ditches are provided for drainage. The surface and alignment of the track are fair, except on a curve near the Erie railroad at Bath, where the alignment is poor and should be improved. Weeds which are growing in the track also should be cleared. The track is laid with 60-lb. rail which is in fair to good condition. The rail joints are spliced with 4-bolt angle-bars. The track ties are yellow pine timber and generally in good condition. A few more renewals are to be made this season. The line is rather lightly ballasted with cinders, gravel, and native soil, the cinder ballast being gradually extended each season. The track appliances comprise split switches, rigid and spring frogs, and rigid and automatic switch stands, all of which appeared to be in good repair. The right of way is fairly clean, and fences are maintained where they are required. The road crossings are in fair to good condition and are equipped with crossing-signs. The track work is handled by a gang of 10 men during the working season. There is one I-beam bridge of 3 spans. The open deck culverts consist of several forms of timber, rail, or I-beam girders supported on pile bents or masonry abutments. There also are several box and pipe culverts. All of these structures are in good condition except that trash should be cleaned away from the timber culvert north of Smith's switch. There are two stations on the line and several shelters where flag stops are made. These structures appear to furnish sufficient facilities for the existing traffic. There is one grade crossing at Bath where the main track is crossed by an industry track of the Erie railroad. The only protection consists of flagging by the train crews which use the crossing. The traffic on this railroad is light, the freight business consisting chiefly of the local products of the Lake Keuka territory. Connection is made at Hammondsport with boats which operate on the lake during the season of navigation. Train movements are governed by timetable schedules, telephonic train orders, and the operating rules. The facilities of the road appear to be reasonably well adapted to its traffic. The following improvements have been made since the previous inspection: Cinder ballast was applied on 0.76 mile of track. Pile bents were renewed in 5 culverts. One timber culvert was replaced by a concrete pipe. A wooden turntable 54 feet long was replaced by a wrought iron turntable 60 feet long.

This railroad is maintained in a fairly suitable condition for its traffic. It is recommended that the track alignment be improved on the curve near Bath, and that the weeds be cleaned out of the track.

Respectfully,  
 J. B. STOUDEUR,  
*Steam Railroad Inspector.*

## BOSTON AND ALBANY RAILROAD.

Inspected June 19, 1914. Last previous inspection June 30, 1913.

*To the Public Service Commission, Second District:*

I have made an inspection of that part of the Boston and Albany railroad within this State and submit the following report:

The Boston and Albany railroad extends from a connection with the Hudson division of the New York Central and Hudson River railroad at Rensselaer, to the New York-Massachusetts state line near State Line station, a distance of 37.88 miles. The Hudson and Chatham branch is 17.33 miles in length, and extends from Chatham to Hudson. At the latter point connection is made with the Hudson division of the New York Central and Hudson River railroad and with the boat lines on the Hudson river. The main line is double track throughout. The branch has 1.06 miles of double track between Hudson and Hudson Upper. Between Chatham and BA tower the track parallels the single track of the Harlem division of the New York Central and Hudson River railroad. Here the 2 single track lines are operated as double track by both railroads. There are 26.4 miles of third or fourth track and 40.51 miles of sidings.

The railroad ascends from Rensselaer to a summit near State Line with varying grades. The curves are rather frequent and comparatively sharp. The Hudson and Chatham branch crosses a rolling country with varying grades between Chatham and Hudson Upper. From Hudson Upper to Hudson the grade descends at the rate of about 3.64 per cent. The cuts, embankments, and ditches are well maintained throughout and the roadbed is well drained. The alignment and surface were good.



The tracks are laid with rail in weight and kind as follows: main line: tracks 1, 2, and 4, 100-lb. Bessemer 26.95 miles; tracks 1, 2, and 4, 100-lb. ferro-titanium 31.59 miles; tracks 1, 2, and 4, 100-lb. open hearth 16.77 miles; tracks 1, 2, and 4, 105-lb. open hearth 12.25 miles; track 4, 95-lb. Bessemer 14.61 miles. Hudson and Chatham branch: tracks 1 and 2, 100-lb. ferro-titanium 0.31 mile; tracks 1 and 2, 95-lb. Bessemer 14.67 miles; tracks 1 and 2, 80-lb. Bessemer 2.88 miles; tracks 1 and 2, 72-lb. Bessemer 0.53 mile. The rail was in generally good condition. New rail had been laid recently on some of the curves, and rail has been distributed in places to replace the curve worn rail. A mashed head rail was noted on the Hudson and Chatham branch near the section toolhouse north of Hudson Upper, and a rail with a mashed end in the eastbound track on bridge No. 203. The rails are joined with 6-bolt angle-bar splices and some 4-bolt continuous rail joints. The splices are properly adjusted, and with the exception of a few loose bolts on the Hudson and Chatham branch at Hudson Upper, they were in satisfactory condition.

The ties are principally white oak and yellow pine. The latter are used both with and without creosote treatment. The renewals since the previous inspection amounted to 44,343 ties, or 14 per cent of those in the main track, and 6886, or 14½ per cent of the total ties in the Hudson and Chatham branch. The new ties are principally yellow pine, about 12 per cent of which are treated with creosote. It is expected to renew 37,850, or 12 per cent, main line ties, and 8350, or 18 per cent, of the ties on the branch this season. About 75 per cent of the main line tie renewals had been made at the time of the inspection. The general tie situation is in good condition.

The switches are of the split rail type, and the frogs are both spring and rigid. The switch stands equipped with lamps are of both automatic and rigid types. Derails are used where needed. Tie-plates are used extensively on curves. These appliances are in good condition throughout. The ballast on tracks 1 and 2 on the main line is 0.66 mile of gravel and 75.11 miles of trap rock. Track 4 is ballasted with 14.7 miles of cinders, 7.85 miles of gravel, and 3.85 miles of trap rock. The Hudson branch is ballasted with 6.39 miles of cinder, 10.47 miles of gravel, and 1.40 miles of trap rock. The ballast is of good quality and sufficient in amount. The right of way is cleared, clean, and well kept. The fences are well maintained, and the highway crossings and signs are in good condition. The only defect noted was that the crossing-sign on the west side of the track at Pulvers station is obscured by trees and foliage. It should be moved to a position where it is in plain view. With this exception the signs are well located and properly painted.

The sections have an average length of 3.14 miles on the main line, and 4.24 miles on the Hudson branch. The average length of main track is 8.48 miles and 4.47 miles respectively on the main line and the Hudson branch. The average total miles of track per section is 11.07 on the main and 6.73 miles on the branch. The average section force in the working season is 1 foreman and 10.91 laborers on the main, and 1 foreman and 7 laborers on the branch: this force is ample for proper maintenance.

The bridges are all in the nature of permanent structures. The number and kind are as follows: bridges: main line: 1 concrete arch, 4 stone arch, 1 pony lattice truss, 3 through plate girder, 9 deck plate girder, 1 deck plate girder and I-beam, 2 I-beam; Hudson and Chatham branch: 1 stone arch, 3 through plate girder, 1 deck plate girder, 2 I-beam; culverts: main line: 9 arch, 60 box, 47 pipe, and 2 open; Hudson and Chatham branch: 41 box, 21 pipe, 1 open. The bridge structures are generally in good condition. A criticism common to many of the bridges is that the inside metal guard-rails are not full spiked to the ties. It is the best practice to full spike these guard-rails to all ties. This was particularly noted on bridges Nos. 214, 211, 209, and 208 on the main line, and 449, 445, and 452 on the branch. The other minor defects observed were as follows: Bridge No. 209, the north girder on the eastbound track is tight against the back wall of the east abutment; bridge No. 205 has several poor ties; bridge No. 193, the bridge seats are dirty.

There are 4 stone, 2 brick, and 2 frame passenger stations on the main line, and 2 brick and 3 frame stations on the Hudson branch. These buildings are generally of modern design, neat, and clean. The station grounds, drives, lawns, and platforms are in good condition, and a credit to the railroad. The New York Central and Hudson River railroad station at Hudson is used jointly.

At Rensselaer, 2 tracks are crossed by 3 tracks of the Hudson division, New York Central and Hudson River railroad, protected by mechanical interlocking, operated by towermen in New York Central and Hudson River railroad tower No. 99. At Rensselaer, 1 track is crossed by 5 tracks of the Hudson division, New York Central and Hudson River railroad, protected by mechanical interlocking, operated by towermen in New York Central and Hudson River railroad tower No. 100. At Hudson, 2 tracks are

crossed by 4 tracks of the New York Central and Hudson River railroad, Hudson division, protected by mechanical interlocking, operated by New York Central and Hudson River railroad towermen in tower No. 84. At Hudson Upper, 3 tracks are crossed by 1 track of the Albany Southern railroad (electric), protected by a trolley guard and crossing gates.

The traffic, both freight and passenger, is heavy on this railroad. It is one of the principal railroads in the New England states, and having connections with all the more important lines therein, and by its connection with New York Central and Hudson River railroad at Rensselaer, forms a very important gateway to the New England states from the west.

Train movements are frequent. They are controlled by time-tables, train orders, and operating rules, supplemented by a modern system of automatic block signals of the 3-position upper quadrant type. There are interlocking plants located at junction points and the ends of passing tracks. These facilitate the movements of trains. The home signals are power operated, and in addition to governing the movements over switches and crossovers are used for blocking trains. They have 3 arms operated in the upper quadrant. The terminal, yard, station, and road facilities seem ample to handle the business. The important railroad connections are at Hudson and Rensselaer with the Hudson division of the New York Central and Hudson River railroad; and at Chatham with the Rutland railroad and the Harlem division of the New York Central and Hudson River railroad. The main line and the Hudson and Chatham branch are equipped for either telephonic or telegraphic train dispatching. All trains are now dispatched by telephone but the telegraph is maintained for emergency use.

Since the previous inspection the following improvements have been made: bridge No. 214-A has been extended for 1 additional track; bridge No. 441 on the Hudson branch, a pony lattice truss, has been replaced with a through plate girder bridge and both abutments rebuilt with concrete; bridge No. 449 on the Hudson branch, a through lattice truss, has been replaced by a through plate girder bridge; 10.1 miles of new 105-lb. open hearth rail has replaced 3.79 miles of 100-lb. and 6.31 miles of 95-lb. rail; 0.92 mile of fit 100-lb. open hearth rail has replaced 95-lb. rail; 0.03 mile of fit 95-lb. Bessemer rail replaced 72-lb. rail, and 0.03 mile of new 100-lb. open hearth rail replaced 95-lb. rail; on the Hudson branch 0.05 mile of new 100-lb. ferro-titanium replaced 80-lb. rail; 44,343, or 10 per cent, of the main line ties and 6886, or 14½ per cent, of the Hudson branch ties were renewed: 1.98 miles of double track and 0.19 mile of track 4 on the main line were re-ballasted with trap rock, and 2.67 miles of track on the Hudson branch were re-ballasted with cinders; a concrete slab was placed on the culvert at telegraph pole 194-21 on the main line; on the Hudson branch, a concrete slab culvert and a concrete culvert have replaced culverts at telegraph pole 10-04 and telegraph pole 7-25; the pipe culverts have been extended at telegraph pole 11-24, telegraph pole 2-28, and telegraph pole 2-37; the stone box culverts at telegraph poles 2-31, 15-29, and 15-30 have been extended; and the masonry in the culverts at telegraph pole 4-25 and 9-35 have been pointed. The contemplated improvements include: the replacement of 37,850, or 12 per cent, of the main track ties, and 8350, or 18 per cent, of the ties on the Hudson branch; the erection of a new coaling plant at Hudson; the rebuilding of bridges Nos. 215 at Niverville and 224 at Rensselaer on the main line.

This property is being maintained in a very satisfactory condition. It is recommended that the inside guard-rails be full spiked to the ties on all bridges, and that the other defects in the track and bridges noted in the body of the report be repaired.

Respectfully,

W. G. HIMES,  
Inspector Division of Transportation.

#### BOSTON AND MAINE RAILROAD.

Inspected July 1, 2, 1914. Last previous inspection July 21, 22, 1913.

*To the Public Service Commission, Second District:*

I have inspected that part of the Boston and Maine railroad which lies within the State of New York and submit the following report:

The Fitchburg railroad, now operated as the Fitchburg division of the Boston and Maine railroad, comprises the following lines in this State: main line, New York-Vermont state line to Rotterdam Junction, including 1.05 miles trackage rights on the Delaware and Hudson railroad at Mechanicville, 54.74 miles; Troy branch, Johnsonville to Troy 15.55 miles; Bennington branch, Hoosick Junction to New York-Vermont state line 5.04 miles; Saratoga and Schuylerville branches, Mechanicville to Saratoga Springs 17.50 miles, and Schuylerville Junction to Schuylerville 8.32 miles.



The main line and the Troy branch have double tracks throughout, except that on the main line from Coons to Crescent, a distance of 6.94 miles, the Boston and Maine and the Delaware and Hudson railroads each have a single track on a double roadbed, and the two tracks are operated jointly as double track. East of Johnsonville, the two main tracks are on separate roadbeds, having been built as independent lines. The line lying to the north from Johnsonville eastward was selected for the eastbound track, owing to more favorable grades. This eastbound track crosses under the westbound track at Hoosick Falls, and the two lines come together on the same roadbed near North Pownal, Vt. The other branches are single track lines.

The main line lies in the valley of the Hoosick river most of the distance from the Vermont-State line to the Hudson river, and thence extends across a rolling country to Rotterdam Junction. The grades are moderate, but there is some sharp curvature. The branches all have moderate grades and curvature, except one grade of 1.3 per cent on the Saratoga branch near Mechanicville. The cuts and fills have a good cross-section, and most of the ditches are in good condition. The ditches need cleaning in two cuts on the Saratoga branch north of Mechanicville. The surface and alignment of the track generally are fair to good. Poor track surface was observed on the eastbound track west of Eagle Bridge and on the westbound track between milepost 157 and bridge No. 218. Frost shims, which still are in the track in many places, should be removed.

About 20 miles of the main line are laid with 100-lb. rail and the remainder with 85-lb. rail. Both weights of rail are partly Bessemer and partly open hearth steel. The branches are laid with several sizes of rail from 60-lb. to 85-lb., all of which is Bessemer steel. Most of the rail is either good or fairly serviceable. Two piped rails were found a short distance west of Petersburg Junction; a rail with a halfmoon break in the flange was found a short distance west of bridge No. 547; and a rail with a piece broken out of one end was found west of bridge No. 526. The rails are spliced with 4-bolt angle-bars and with continuous and Weber joints. A broken Weber joint was found on the Schuylerville branch near the switch of Cramer's siding, and on the westbound track of the main line near Reynolds a joint was found which had a lip of about  $\frac{1}{4}$  inch. This lip was trailing for the normal movement of trains, but it was on the outside rail of a curve and probably would have caused a derailment if train movements had been reversed. This railroad is making an interesting trial of the frictionless rail on several curves of the main line. This rail is laid on the inside of a curve, and its essential feature is a narrow head which presents a smaller area of friction under the wheel treads. The first of this rail was laid on a 9 degree curve in the eastbound track near Hoosick Falls, and it has been in service about 7 months. The wear of the ordinary rail on the outside of the curve is said to be noticeably less than formerly but the frictionless rail itself is considerably worn, this wear consisting largely of a flow of metal on the running surface. At several other places where this rail is being tried the curvature is not so sharp, and the frictionless rail shows very little wear. I was unable to learn the degree of hardness of this rail, but it is evident that it should be as hard as is consistent with the required toughness. It may be possible after some experiment to produce a rail of the frictionless type which will secure a minimum of total wear on the two rails of a curve. The track ties consist of cedar, chestnut, oak, and yellow pine timbers. Cedar ties no longer are used for renewals on the main line but still are used on the branch lines. The ties generally are in fair to good condition. Heavy renewals were in progress at the time of the inspection, and when this season's work is completed the condition of the track timber will be very good. The track appliances include split switches, rigid and spring frogs, and automatic switch stands equipped with targets and lights. Tie-plates are used extensively on the curves, and a considerable number of rail anchors are in use. The tracks are fairly well ballasted with gravel and cinders. Additional ballast is needed on the westbound track at several places in the vicinity of Hoosick Falls. The right of way is open and well kept, and suitable fences are maintained. The road crossings are in good condition and are provided with the proper signs. The track sections on the double track lines have an average length of about  $3\frac{1}{2}$  miles with a force of about 9 men per section during the summer months. On the single track lines the sections have an average length of about 7 miles, and the labor is about 7 men per section.

A large amount of work has been done on the bridges and culverts in the past year, and the general condition of these structures shows a notable improvement. Heavy repairs and reconstruction still are in progress, and the programme of work practically covers all of the present requirements. Certain defects and other features requiring mention are as follows: A considerable amount of the masonry, especially at the smaller structures, is rough broken ashlar, some of which needs pointing; most of this masonry appears to be essentially sound, and with reason-

able maintenance should continue to give satisfactory service. Main line: No. 231, a 7 span frame trestle, is to be rebuilt with timber; it is suggested that a steel or concrete structure is better adapted to a heavy traffic line; No. 234 has a few poor ties, and the girders are tight at the east back wall; No. 235 has some poor ties, and the masonry needs pointing with the addition of new bridge seats; the Delaware and Hudson bridge at Eagle Bridge, maintained by the Boston and Maine Railroad, has some poor ties and a number of shims on the ties; the abutments are a narrow form, now obsolete, and not well adapted to present conditions; No. 255 has some poor ties; No. 258 has a poor deck, and the masonry needs pointing; No. 259 has a poor deck on the westbound track; No. 260 has a poor deck; No. 269, the deck has been afire and needs repairs; No. 270 is a light truss bridge, 1280 feet long across the Hudson river; a contract has been let for a new superstructure; No. 275, the northwest seat stone is cracked; Nos. 283, 288, and 290 have poor ties; No. 295, the saprot should be trimmed off of the deck timbers; No. 298 has some poor ties and guard timber. Bennington branch: No. 485 has poor bridge seats; No. 490, a light steel bridge 485 feet long, is now being replaced by a heavier structure. Troy branch: No. 497, the concrete abutments are disintegrating; repairs are to be made. Saratoga and Schuylerville branches: No. 508 has no anchor bolts; No. 510, the masonry needs pointing; Nos. 512, 513, and 537 have poor ties; Nos. 548, 549, 550, and 554 are timber trestles in a generally poor condition; all of these are to be rebuilt or extensively repaired, and the work already was in progress at No. 550; first culvert west of Hudson Valley railroad crossing has a poor deck: it is to be rebuilt; culvert in Saratoga Springs yard, the I-beam stringers were canted toward the outside of the track curve.

The stations are in good condition and are well kept. Some of the buildings are small, but they appear to be suitable for the existing traffic. At Troy, the passenger trains enter the Troy Union station, and at Mechanicville, joint use is made of The Delaware and Hudson Company's station.

At Petersburg Junction, 2 tracks are crossed by 1 track of the Rutland railroad, protected by mechanical interlocking: derails and signals for controlling movements against the current of traffic, which were recommended in the preceding report, have not yet been installed. At Eagle Bridge, the eastbound track is crossed by 1 track of The Delaware and Hudson Company, the crossing consisting of a gauntlet across a bridge: train movements are controlled by automatic disc signals. At Mechanicville, 2 tracks are crossed by 3 tracks of The Delaware and Hudson Company, protected by an interlocking plant. At Saratoga Springs, 2 tracks are crossed by 1 track of the Hudson Valley railway: there are derails in the electric road and a trolley guard overhead.

There is a heavy freight traffic on the main line, consisting largely of coal eastbound and manufactured goods westbound. Connections are made with The Delaware and Hudson Company's railroad at Mechanicville and with the New York Central Lines (West Shore railroad) at Rotterdam Junction. The large yard at Mechanicville which has been under construction for more than a year is not yet completed, but a large part of it already is in service. It is intended ultimately to abandon the classification of cars at Rotterdam and to handle all of the classification at Mechanicville. There is a moderately heavy traffic on the Troy branch and light traffic on the other branches. The facilities along the several lines appear to be adequate for the business which is handled. Train movements are controlled by timetable schedules, telegraphic train orders, and standard code operating rules. There also is a complete system of block signals on the main line and Troy branch, consisting of home and distant, normally clear signals, giving 2-position, lower quadrant indications.

During the past year the following improvements have been made: sidetracks have been increased to the amount of 24.1 miles: the larger part of this was in Mechanicville yard; rail renewals consist of 8.74 miles of new 100-lb. rail, 3.23 miles of new 85-lb. rail, and 4.59 miles of relayer 85-lb. rail; ballast was applied on 1.1 miles of track; 5 track bridges and 8 overhead bridges were rebuilt; a large amount of construction was done on Mechanicville yard. The following improvements are contemplated for the near future: the completion of Mechanicville yard; the rebuilding of a timber trestle near Johnsonville and of 4 timber trestles near Schuylerville; the completion of the steel bridge near White Creek; the rebuilding of the Hudson River bridge.

The recommendations of the preceding report generally were followed, but not all of the work was completed. A large amount of work has been done on this railroad during the past year, and the programme of improvements now under way practically covers the essential repairs needed at the present time. It is recommended that defective rails be removed from the track,



and that the lip in the rail joint near Reynolds be eliminated; that other defects of track and structures described in this report be remedied.

Respectfully,  
J. B. STODDER,  
Steam Railroad Inspector.

#### BUFFALO AND SUSQUEHANNA RAILWAY.

#### BUFFALO AND SUSQUEHANNA RAILROAD.

Inspected June 12, 1914. Last previous inspection July 11, 1913.

*To the Public Service Commission, Second District:*

I have inspected the Buffalo and Susquehanna railway and that part of the Buffalo and Susquehanna railroad lying within the State of New York and submit the following report:

These two railroads are separate properties, but they form one continuous line and are operated together under one superintendent. The Buffalo and Susquehanna railway extends from Blasdell, near Buffalo, to Wellsville, a distance of 84.30 miles, with a branch from the main line to Springville 1.32 miles. The Buffalo and Susquehanna railroad extends from Wellsville to the state line near Genesee, Penna., 10.11 miles; and from the state line near Nelson, Penna., to Addison, 9.73 miles. The principal connections are at Blasdell with the Lake Shore and Michigan Southern railway and at Addison with the Erie railroad. In the remainder of this report the two railroads will be treated as a whole.

The Buffalo line extends across a rolling country and has moderate grades and curvature. The Addison line lies in a rough region and has both heavy grades and sharp curves. The cuts and fills generally have a good cross-section, but trouble has been experienced on the Buffalo line especially with sliding material in both the cuts and the fills. Some work probably will be required each season for several years in opening the ditches through cuts and raising and widening fills. Ditching is needed at present in a long cut south of bridge No. 3-5, south of Hamburg, at two places south of Boston, and north of Transit Bridge. There are narrow or sliding fills in the vicinity of Rushford and Belfast. The surface and alignment of the track generally are fair to good. Two places where the surface was not so good were observed, one on the Springville branch and the other on a long curve south of Centerville.

The track is laid with 80-lb. Bessemer and 85-lb. open hearth rail which is in good condition. The rail joints are fastened with 4-bolt angle-bars. The track ties consist of oak, pine, and chestnut timbers and are in fair to good condition. The renewal last year on the Buffalo and Susquehanna railway was 51,549 ties, or about 20 per cent, and on the Buffalo and Susquehanna railroad 6969 ties, or 11 per cent. Some poor switch ties were found at Springville. The track appliances include split switches, spring frogs, and automatic switch stands equipped with targets and lamps. Tie-plates are used to a considerable extent on the sharp curves. The track is well ballasted with slag, cinders, and gravel. The right of way is open and well kept, and suitable fences are maintained. The road crossings are in good condition and are equipped with the standard signs. The track sections have an average length of about 5 miles and an average force of about 5 men per section.

On the Buffalo and Susquehanna railway, the larger part of the bridge structures are modern designs of steel and concrete. On the Buffalo and Susquehanna railroad, there is a much larger proportion of timber bridges. The bridges generally are in good condition, and the repairs which are needed are those which should be cared for in regular maintenance work. The following defects were found: a number of the bridges are not equipped with inside guard-rails: guard-rails on bridges are a safety device of decided value, and they should be installed on all of the larger structures; No. 3-5 has some poor ties; No. 14-23 has 1 piece of poor guard timber; No. 34-0 has some poor ties and guard timber; No. 43-1 has a poor deck; No. 61-0 has some poor guard timber and some poor planks in the sidewalks; No. 66-0 is a concrete arch which has failed and is timbered: the concrete floor is badly cracked and if it should be carried out by a freshet the foundations probably would settle rapidly; Nos. 67-20, 68-1, and a bridge south of Transit Bridge have some poor ties and guard timbers, and saprot should be trimmed off of some of the timbers; No. 73-16 has a poor deck and needs general repairs, and some drift under the bridge should be removed; No. 74-10 and 75-27 have some poor ties and guard timbers; No. 77-10 has some loose shims under a girder; Nos. 80-18, 81-10, and 84-16 have some poor ties and guard timbers; No. 92-4 has a low bent; No. 82-15 has a few poor ties; No. 77-12 has some poor guard timber, and the expansion bearings are very rusty.

The stations and shelters along the line are in good condition and appear to be well suited to the needs of the various communities. At Hamburg, the concrete platform is too far from the

track leaving too wide a space between the platform and a car step. At Buffalo, passenger trains enter the Exchange Street station over the Lake Shore and New York Central roads.

There is only a light traffic on this railroad at present, and the facilities are sufficient for a much larger business. Owing to financial difficulties and changed traffic arrangements, the Buffalo and Susquehanna railway is not carrying the traffic for which it was designed, and the future disposition of the property is uncertain. Train movements are controlled by the timetable schedules, telegraphic train orders, and standard operating rules.

In the past year the following improvements have been made: siding at Sandusky extended 66 feet; rail renewals,  $1\frac{1}{2}$  miles of new 85-lb. rail and 2 miles of relayer 80-lb. rail; twenty thousand tie-plates were applied to the track; ballasting done, 33 miles with slag and 8 miles with cinders; culverts rebuilt, 2; inside guard-rail applied to bridges, 93 feet; a ditching machine was purchased.

The recommendations of the preceding report were carried out to a large extent. It is recommended that essential defects of track and structures described in this report be remedied.

Respectfully,  
J. B. STODDER,  
Steam Railroad Inspector.

#### BUFFALO, ATTICA AND ARCADE RAILROAD.

Inspected June 11, 1914. Last previous inspection July 10, 1913.

*To the Public Service Commission, Second District:*

I have inspected the Buffalo, Attica and Arcade railroad and submit the following report:

This railroad is a standard gauge single track line, extending from Arcade to Attica, a distance of 27 miles. It connects at Arcade with the Buffalo and Susquehanna and the Western New York and Pennsylvania railways, and at Attica with the Erie railroad.

The line extends across a rolling country with an undulating grade line and moderate curvature. The roadbed was graded apparently with a very narrow cross-section. Some of the cuts have been widened in order to provide drainage, but many of the fills are too narrow to hold ballast properly. Some of the ditches north of Java Center need cleaning. The surface and alignment of the track are poor, and a material improvement should be made as soon as possible.

The track is laid with light rail, there being several sections from 56-lb. to 65-lb. per yard. Nearly all of the rail is battered and bent, but with a reasonable amount of labor it will serve to carry the present traffic. A broken angle-bar was found between bridges Nos. 19 and 20, and between Currier's and bridge No. 16 there is a rail with a piece broken out of the gauge side at one end. The track ties are in only fair condition. The renewal last season was 4000 ties, which is a little less than 6 per cent. This rate of renewal is too low properly to maintain the track timber, and it is suggested that a renewal of not less than 10 per cent should be made this season. The track appliances, consisting of split switches, rigid frogs, and automatic switch stands, appeared to be in good condition. A switch at Currier's was unlocked on the day of the inspection. The track is lightly ballasted with gravel, slag, and cinders: the use of additional ballast would make a desirable improvement in a number of places. The right of way is in fair condition. There is a heavy growth of grass in the track over a considerable part of the line, and there is some brush in the right of way which should be cut. Fences are maintained along most of the line, but cattle were found near the track at several places on the day of the inspection. This is an undesirable condition which should be remedied. South of Currier's there is a car truck and a drawbar near the track which are said to have been there about two years. It is suggested that this material should be taken to the storeroom. The road crossings and signs are in good condition except that there is a leaning sign between bridges Nos. 6 and 8. There are three track sections with an average length of 9 miles and an average force of 7 men per section during the working season. It is suggested that the track work might be more economically performed by dividing the line into two sections and providing each with a section motor car.

The bridges and culverts are built in various forms of steel, concrete, and timber. The timber culverts are being replaced by pipes or concrete boxes as rapidly as possible. Most of these structures are in good condition but a few defects were found as follows: Nos. 19 and 18 are rail culverts on timber sills. The sills are poor and in No. 19 especially, one of the sills is very bad and should be repaired immediately; No. 16, the track ties are swinging at the bridge ends; a small culvert north of Johnsonburg has poor walls: it is to be rebuilt.

The stations are frame buildings in fair condition and appear to be suitable for the traffic. A number of the stations formerly



were below the track grade. These have been raised during the past year, and the general appearance of the stations is greatly improved. The floor of the station at North Java needs repairs. At Attica, joint use is made of the Erie railroad station.

There is only a light traffic on this railroad and the facilities, both for passengers and freight, appear to be sufficient for present needs. Train movements are controlled by timetable schedules, telegraphic train orders, and the operating rules. There are no grade crossings with other railroads.

During the past year the following improvements were made: Sidetracks extended  $\frac{1}{4}$  mile; track re-ballasted 1 mile; two bridges and four culverts were rebuilt; five station buildings were raised up to track grade, and an extension was built to the freight room at Java Center; it is intended during the current year to build one or more additional sidetracks; to extend the ballasting; to rebuild several culverts; and to further improve the stations and their surroundings.

The recommendations of the preceding report were followed in general, but the work was not entirely completed. It is recommended that the track surface and the drainage be improved; that repairs be made to the bridges and culverts; and that the other defects named in this report be remedied.

Respectfully,

J. B. STODER,

*Steam Railroad Inspector.*

#### BUFFALO CREEK RAILROAD.

Inspected April 28, 1914. Last previous inspection May 19, 1913.

*To the Public Service Commission, Second District:*

I have inspected the Buffalo Creek railroad and submit herewith the following report:

The Buffalo Creek railroad extends from a connection with the New York Central and Hudson River railroad at Howard street to a terminus at South Michigan street known as Michigan Street yard, a distance of 4.08 miles. It is entirely within the city limits of Buffalo, and has physical connections with the railroads entering the city from the south and east. The Prenatt Street branch 0.80 mile in length extends through Prenatt street in an easterly direction from a connection in the main line. The Beach branch 0.82 mile in length extends in a north-westerly direction along the shore of Lake Erie from a connection in the main line near the Hamburg Turnpike. The mileage of the main tracks and sidings is as follows: No. 1 main track 5.70 miles, No. 2 main track 5.02 miles, No. 3 main track 2.98 miles, No. 4 main track 0.92 mile, sidings 13.41 miles, total all tracks 28.03 miles.

The earthwork is mostly embankment of generally very moderate height. The ground surface is flat and the grades are moderate. The maximum grade on the main line is 0.75 per cent, and the maximum curve is 10 degrees. The grades on the branch lines range from level to a maximum of 0.10 per cent. The maximum curve on the Prenatt Street branch is 22 degrees and on the Beach branch, 10 degrees. The track alignment and surface of the main line and the Beach branch were generally good. The Prenatt Street branch was not in as generally good condition in this respect. However, its use is confined to switching movements only, and its condition is not considered serious.

The main tracks are laid with 11.82 miles of Bessemer and 2.8 miles of open hearth rail in sections varying from 58 to 90 lbs. per yard. The following gives the mileage of track laid with the different weights of rail: main line 90-lb. Bessemer 3.85 miles; main line 90-lb. open hearth 2.80 miles; main line 80-lb. Bessemer 4.33 miles; main line 75-lb. Bessemer 0.80 mile; main line 58-lb. Bessemer 0.40 mile; Beach branch 90-lb. Bessemer 0.16 mile; Beach branch 80-lb. 1.48 miles; Prenatt Street branch 80-lb. Bessemer 0.80 mile. The rail was generally in good condition except the 80-lb. rail on the two main tracks between Beach Junction and South Michigan avenue. Re-laying 90-lb. rail has been distributed, and the 80-lb. rail will be replaced in the near future. The 80-pound rail on the Prenatt Street branch is not in very good condition. It is expected to replace this rail during this season. The cross-ties are of white oak and cedar, and the general dimensions are 6 inches by 8 inches by 8 feet. They were generally in good condition, and with the renewal of about 5,000 ties contemplated during this season the tracks will be in good condition throughout. The rail joints are 4- and 6-hole angle-bars, full bolted. Rigid and spring frogs and split switches with ball throw switch stands are used. A few manganese frogs are in use. The frogs and switches were generally in good condition, and no serious defects were observed. The following is a statement of the ballast in the main tracks: main line, crushed stone 1.55 miles; main line, slag 1.88 miles; main line, gravel 8.75 miles; Beach branch, gravel 1.64 miles; Prenatt Street branch, cinders 0.80 mile. The ballast was of sufficient quantity and in generally good condition with the exception of some parts of the Prenatt Street branch where the ballast was of

poor quality and in some places insufficient in amount. The right of way was in fair to good condition. Considerable progress has been made in the spring cleaning, but it had not been completed at the time of this inspection. The railroad is not divided into track sections, repairs being made by floating gangs. The total number of men thus engaged during the working season is 82. This is sufficient for the proper maintenance of the tracks.

There are 5 bridges, all of which are of steel supported on stone or concrete masonry. The bridge on the Beach branch over the city ship canal has a Scherzer rolling lift span and 2 deck girder shore spans supported on concrete masonry. The double track, deck girder, single span bridge just east of the Lake Shore and Michigan Southern railway crossing is not equipped with inside guard-rails. The span is about 35 feet and should have inside guard-rails. The bridge over the Buffalo river consists of 1 deck girder span, 2 through plate girder spans, 1 Strauss Bascule lift span, and 1 shore tower span. This bridge has been completed since the previous inspection, and it is a good example of modern bridge construction. The 2 bridges carrying the tracks over Howard street and Clinton street are of 3 spans through plate girders on stone masonry abutments with solid floor construction. These bridges were in good condition. There are several overhead bridges carrying streets and tracks, but they are not the property of this company. There are no stations on this railroad and as there is no passenger service, none is required.

Between Clinton and Seneca streets, 2 tracks are crossed by 2 Pennsylvania railroad tracks, and a short distance south thereof 2 tracks are crossed by 4 Erie railroad tracks. East of these 2 crossings the Erie railroad and the Pennsylvania railroad tracks cross at grade. A tower from which sliding board signals are displayed governing the train movements over these 3 crossings is located in the triangle formed by the three railroads. Recommendations have been made in previous reports for the installation of modern interlocking protection for these crossings. Plans are being completed, and the construction of the interlocking plant will be started in the near future. South of Abbott Road, 5 tracks are crossed by 2 Delaware, Lackawanna and Western railroad tracks, protected by semaphore signals. The elimination of this crossing is in progress and the construction work incident to the elevation of the Delaware, Lackawanna and Western railroad tracks is progressing rapidly. Near the Buffalo river, 2 tracks are crossed by 1 track of the Chautauqua division of the Pennsylvania railroad, and 1 track of the New York, Chicago and St. Louis railroad, protected by a tilting board. A short distance west of this crossing, 2 tracks are crossed by 2 Lake Shore and Michigan Southern railway tracks, protected by electric interlocking with derails. At Hamburg Turnpike, 4 tracks are crossed by 1 track of the Buffalo and Lake Erie Traction Company, protected by 2 flagmen: the elimination of this crossing will be accomplished within about two months. The new steel structure to carry the Hamburg Turnpike and the Buffalo and Lake Erie track over the tracks of this railroad is now about completed. The paving of the approaches and some other minor details of construction remain to be completed before the elimination can be accomplished.

The train operations on this railroad are in the nature of yard movements, consisting principally in the interchange of cars between the various railroads with which it connects and various warehouses and industries located along its tracks. The service performed is exclusively freight, although the passenger trains of the Buffalo and Southwestern division of the Erie railroad are operated over a portion of the line. At times the business is very heavy resulting in a more or less congested condition. The improvements completed during the past year and those now in course of construction or contemplated for the near future will relieve this condition at some of the points where the greatest congestion has occurred in the past. Train movements are governed by rules defining main track rights supplemented by a timetable for the movement of the Erie railroad passenger trains. There is no block signal or train order system in use, and none seems necessary.

Since the last inspection the following improvements have been made: new track laid: main track No. 2 0.12 mile, No. 4 0.13 mile, and sidings constructed 1.56 miles; bridge over the Buffalo river, described more fully in a previous paragraph in this report, has been completed; 2.8 miles of 90-lb. re-laying rail, and 1.07 miles of new 90-lb. rail have been laid replacing 80-lb. rail: 12,573 white oak, untreated cross-ties have been used for replacement: this represents a renewal of about 18 per cent of the ties, and it is ample for proper maintenance; stone ballast was placed in 0.6 of a mile of main track, and slag was used to re-ballast about 1.14 miles of sidings; the grade crossings with the Erie railroad and the Pennsylvania railroad have been double tracked, greatly facilitating the movement of traffic at that point; the extension of No. 4 main track to the portal of the Buffalo River bridge and the double tracking of the connection with the South Buffalo railway facilitates the movement



of traffic to and from the South Buffalo railway and the Delaware, Lackawanna and Western railroad over the main tracks of Buffalo Creek railroad; additional land has been acquired, and the Hamburg Turnpike yard has been enlarged, facilitating the handling of traffic to and from the Ganson Street section grain district of the main line which was formerly a congested district; the construction of the viaduct and the bascule bridge over the ship canal to carry the Hamburg Turnpike and the Buffalo and Lake Erie Traction Company's tracks overhead abandoning the present grade crossings is nearing completion, and the grade crossings will be abandoned on or before July 1, 1914: this will relieve the present congestion on the street, and the land vacated by the street will be available for the construction of additional tracks in the future.

The interlocking signal protection for the Pennsylvania railroad, Erie railroad, and the Buffalo Creek railroad grade crossings will be installed by the Erie railroad company. The construction of the plant will be started in the near future. With the completion of the Hamburg Turnpike viaduct there is contemplated a readjustment and improvement of the track layout in this vicinity which will greatly facilitate the operation of this section of the railroad. It is expected to renew about 5000 ties, and replace 80-lb. rail in the main tracks with about 300 tons of new 90-lb. open hearth rail. With the renewal of the ties and rail contemplated on the main line and the general repairs to the Prenatt Street branch, this railroad will be in good condition.

It is recommended (1) that the inside guard-rail be installed on both tracks on the bridge near the Lake Shore and Michigan Southern railway crossing; (2) that general repairs be made to the main track on the Prenatt Street branch.

Respectfully,

W. G. HIMES,

*Inspector Division of Transportation.*

#### BUFFALO, ROCHESTER AND PITTSBURGH RAILWAY.

Inspected July 13 and 14, 1914. Last previous inspection August 4 and 5, 1913.

*To the Public Service Commission, Second District:*

I have inspected the Buffalo, Rochester and Pittsburgh railway in the State of New York and submit the following report:

The lines of this railroad within the State of New York include all of the Rochester and Buffalo divisions and a part of the Middle division. The mileage of the several lines is as follows: Rochester division: main line, Rochester to Ashford 93.70 miles; Rochester belt line, Lincoln Park to Charlotte 8.79 miles; Dock branch, Dock Junction to Genesee Dock 1.51 miles; Silver Lake branch, Silver Lake Junction to Perry 7.60 miles; Buffalo division: main line, Buffalo to East Salamanca 58.15 miles; Salamanca branch, East Salamanca to Salamanca 1.33 miles; Middle division: main line, East Salamanca to state line near Limestone 12.77 miles; total in State of New York 183.85 miles. There is double track on the Rochester division from Rochester to Scottsville, 12.09 miles, and on the Buffalo and Middle divisions from Ashford to the state line, 25.76 miles. All of the other lines are single track.

The northern portions of both the Rochester and Buffalo divisions extend across fairly level country, but farther south it becomes rough and broken. The maximum grades are ascending southward and are fairly heavy. The heavier traffic is northbound, however, and the grades against this are moderate. The curvature is moderate on all of the lines. The cuts and fills have a full cross-section, and generally they are in good condition many of the slopes being covered with sod. South of Springville on the Buffalo division there is a district several miles long where a great deal of trouble has been experienced with slides. Heavy concrete retaining walls have been built at several points, with provision for drainage through them and they have effectually checked the slides against which they were built. Good track ditches are maintained, and tile drains have been installed extensively in the cuts. This subdrainage has a marked effect in securing a stable roadbed. The surface and alignment of the track are good throughout. There are permanent stakes set at each curve which show the proper superelevation and the points where the superelevation begins and where it reaches the full amount. This method of marking curves appears to be an efficient aid to the track foreman.

The rail quite generally is in good condition, consisting of 80-lb., 90-lb., and 100-lb. sections. The standard for renewals is 90-lb. open hearth rail on the Rochester and Buffalo divisions north of Ashford, and 100-lb. open hearth rail on the line south of that point. The joint splices consist of angle-bars and continuous joints, the latter being the present standard. One piped rail was found just south of Mumford and several broken joint bars were observed on the tail track at Genesee Dock. The track ties consist of oak, yellow pine, and treated timbers and are in good condition. The renewals appear to be ample for

properly maintaining the track timber. The track appliances include split switches, rigid and spring frogs, and rigid and automatic switch stands equipped with targets and lights. Manganese switch points are being used in yards and cross-overs and heavy manganese frogs are being used instead of spring frogs at points where high speed is not maintained. Tie-plates are used extensively and some rail anchors also are used. The tracks are heavily ballasted with crushed stone, gravel, slag, and cinders. The right of way is clean and open and properly fenced. Reinforced concrete posts are used in fence renewals. The road crossings generally are in good condition and are equipped with the standard signs of this railroad. Some poor planking was observed at a crossing on the Buffalo division near milepost 41.

The track sections have an average length of 6 miles on single track and 5 miles on double track. The usual section force consists of 7 men but additional labor is employed at points where it is needed.

The bridges and culverts generally are in very good condition. Some timber structures still are in service, but these are being replaced by permanent structures as rapidly as practicable. Concrete slabs are being used extensively for spans of moderate length. A few minor defects were found as follows: Rochester division: No. 44.13, the sills under a few of the frame bents are churning slightly; several pile bents are to be put in; No. 47.96 has a split cap; No. 72.68, the trash should be cleared away from the bridge; Buffalo division: No. 16.66 is a rail culvert in which a sill is displaced: the structure is to be rebuilt; No. 98.10, the shoes under the girders should be straightened, and the saprot should be trimmed off of the deck timbers. Several noteworthy features of the structural work were observed. A number of steel bridges have been built with solid floors so that the track ties and ballast are carried across without a break. A ballast floor timber trestle also is standard, and it is a very heavy and substantial design. It is intended for use where a timber bridge needs renewal, and it is impracticable to build a steel or concrete structure. Another standard solid floor structure is of reinforced concrete for which the piers are built in place. The floor slabs are cast in two longitudinal sections for each span, in the material yard at East Salamanca. When the concrete has set, these slabs are taken to the site of the bridge and placed on the piers with a derrick. A plant for mixing concrete and casting it in a number of forms is located at East Salamanca. Besides the bridge floors mentioned above, there are manufactured large pipes, telephone booths, foundations for signal poles, fence, mile, and whistle posts, and markers for showing the location of property lines, water pipes, and sewers.

The station buildings are in good condition and are kept very neat and clean. At several of the more important stations brick buildings of excellent design have been erected, and the station grounds have been suitably improved. At Colden, the curbing at the back platform needs to be repaired.

At Lincoln Park, 3 tracks are crossed by 1 freight track of the Pennsylvania railroad, protected by tilting board signal. At Pittsburgh and Lehigh Junction, 1 track is crossed by 4 tracks of the Lehigh Valley railroad, protected by an interlocking plant. At Le Roy, 1 track is crossed by 1 track of the New York Central and Hudson River railroad and by 2 tracks of the Erie railroad, these two roads being parallel to each other, both crossings protected by 1 tilting board signal. At Machias, 1 track is crossed by 2 tracks of the Pennsylvania railroad, protected by a tilting board signal. At Riverside Junction, 2 tracks are crossed by 1 track of the Pennsylvania railroad, protected by a tilting board signal. At Limestone, 2 tracks are crossed by 1 sidetrack of the Erie railroad, protected by a tilting board signal. At Salamanca, 1 track is crossed by 1 track of the Western New York and Pennsylvania Traction Company, protected by derails in the electric line.

There is a heavy freight traffic on this road, consisting largely of coal from the Pennsylvania fields destined to northern points. The larger part of the coal tonnage is on the Rochester division, while the Buffalo division handles a considerable amount of southbound ore. At Genesee Dock, a part of the coal is transferred across Lake Ontario by a car ferry without breaking bulk and is delivered to the Grand Trunk railway. Another considerable portion of this tonnage is unloaded into lake vessels, while a smaller amount is delivered to the New York Central lines at a connection on the Charlotte branch. The terminal facilities at Genesee Dock appear to be very good. A high bluff adjacent to the Genesee river made possible the construction of yard tracks on high and low levels. Cars for delivery to the Grand Trunk railway are taken into the lower yard and from there switched aboard the car ferry. Cars to be unloaded into vessels are taken into the upper yard and from there allowed to drift down inclined tracks on a steel unloading trestle, and the empties then drift down to the lower level. The passenger traffic is moderate and the service appears to be well adapted to the needs of the territory along the several lines. Besides the through trains and local trains over parts of the lines, a suburban service is operated by motor cars between Rochester and



Le Roy, 25 miles, and between Buffalo and Springville, 33 miles. Train movements are controlled by the timetable schedules, telephonic train orders, and the operating rules. There also is a very complete and efficient system of automatic block signals covering the territory from Rochester to East Salamanca, including the Silver Lake branch. These signals are 3-position, upper quadrant semaphores and on the single track are arranged on the absolute-permissive plan which blocks opposing movements at the passing sidings, but permits following movements in blocks about one mile long. Between Buffalo and Ashford manual blocking is used with dispatcher's control, and from East Salamanca to Bradford, Penna., there is manual blocking with operator's control. The automatic signaling is now being installed on the remainder of the Buffalo division, Buffalo Creek to Ashford.

In the past year the following improvements were made: the second main track was placed in service and double track operation started between Rochester and Scottsville, 12.09 miles; the gauntlet at Riverside Junction was changed to double track, covering a distance of 0.09 mile; sidetracks have been increased 10.27 miles; new rail laid, 10.99 miles of 100-lb. and 27.37 miles of 90-lb., all open hearth steel; the tie renewal amounted to about 8 per cent, all new ties in main track being equipped with heavy tie-plates; ballasting done on main tracks amounted to 13.9 miles of crushed stone, 8.5 miles of gravel, and 26.3 miles of cinder and slag; 21 timber and light steel bridges were replaced by heavier structures of steel or concrete; all steel bridges now are being designed for Cooper E-60 loading; a new passenger and freight station was built at Lackawanna; a yard office and various service buildings were built at the new Brooks avenue yard near Rochester; new yard, siding, and industry tracks have been built at a number of places, providing increased facilities: the total mileage of new sidings is shown above; a number of buildings at various stations have been painted; the improvement work between Lincoln Park, near Rochester, and Scottsville was completed; this included a classification yard at Brooks avenue, 12.09 miles of second main track, the revision of the grades, and the elimination of the Brooks avenue grade crossing; automatic block signals were placed in service between Rochester and Lincoln Park, and between Gainesville and East Salamanca; an interlocking plant with a concrete tower was installed at the junction of the Rochester and Buffalo divisions at Ashford; extensive dock improvements were made at Genesee Dock. The more important improvements contemplated for the ensuing year include the following items: The rebuilding of 5 bridges, part of the work now being in progress; at one of these bridges, carrying the New York State Railways and Charlotte Boulevard over the Dock branch, provision is made for 2 additional tracks; the installation of automatic block signals between Buffalo and Ashford; the completion of grade crossing elimination now in progress at Saxton street, Rochester, and McVean Road, Scottsville.

The recommendations of the preceding report were carried out. This railroad is being maintained in very good condition and the defects described in this report are of a minor character. It is recommended that these defects of track and structures be remedied.

Respectfully,  
J. B. STODER,  
Steam Railroad Inspector.

#### CARTHAGE AND COPENHAGEN RAILROAD.

Inspected May 19, 1914. Last previous inspection May 27, 1913.

#### To the Public Service Commission, Second District:

I have inspected the Carthage and Copenhagen railroad and submit the following report:

This railroad is a standard gauge single track line extending from C. & C. Junction on the New York Central and Hudson River railroad near Carthage, to Copenhagen, a distance of 8.66 miles. There is about one mile of sidings.

The line ascends the western slope of the Black River valley. The grades ascending westward are heavy and there are many curves, but these features are not extreme for a light railway. The cuts and fills were narrow as first constructed but are being widened to form a good roadbed. The surface and alignment of the track are fair to good.

The rail consists of one mile each of 70-lb. and 56-lb. steel the remainder being 60-lb. steel. The heavier sections of rail are in good condition, but the 56-lb. rail is not suitable for modern train loads. It is suggested that this light rail be replaced with a heavier section as soon as practicable. At one place between Bedell's and the log siding the rails were 1½ inches wider than the proper gauge and there were some loose track bolts with a lip at one joint. East of the log siding there were some joints not full bolted. The track ties are mostly

cedar and beech timbers and generally are in good condition. The renewals appear to be sufficient to maintain the track. The ballast consists of about 4 miles of cinders and the remainder of native soil. The cinder ballast is being extended as fast as practicable. The track appliances consist of split switches, rigid frogs, and both rigid and automatic switch stands, all of which appeared to be in good repair. The right of way generally is clean, but in a few places there is small brush which should be cut this season. Suitable fences are maintained where they are required. Road crossings and signs are in good condition. The track work is handled by a gang of about 8 men during the working season.

The only open deck structure on the line is an I-beam span near C. & C. Junction. It has a few poor ties. The culverts and cattle-passes are reinforced concrete construction, and they are in good condition.

There are station buildings at C. & C. Junction and at Copenhagen, both of which are in good condition. The former is used jointly by the New York Central and Hudson River railroad. There are no grade crossings with other railroads.

The traffic on this line is light, and one train crew handles all of the work. The facilities appear to be suitable for the existing business. Some months ago, when a train was switching about 2 miles west of C. & C. Junction, a car ran down the grade to the Junction and out on the New York Central main track a distance of about ½ mile. A derail should be put in the Carthage and Copenhagen track at some convenient point to eliminate this source of danger.

In the last year the widening of cuts and fills and the cinder ballasting have been extended. It is proposed to continue this work as opportunity is found so to do. In prosecuting this work, sags are being lifted in order to secure a more uniform grade line. The recommendations of the preceding report were carried out except that the 56-lb. rail has not yet been replaced by a heavier section. It is recommended that the defects mentioned in this report be remedied, and that a derail be installed to prevent cars from running out on the New York Central main track.

Respectfully,  
J. B. STODER,  
Steam Railroad Inspector.

#### CATSKILL AND TANNERSVILLE RAILWAY.

Inspected May 14, 1914. Last previous inspection May 13, 1913.

#### To the Public Service Commission, Second District:

I have inspected the Catskill and Tannersville railway and submit the following report:

This is a single track, narrow gauge, 3 feet, railway extending from Otis Summit, where it connects with the Otis railway, to Tannersville, a distance of 5.25 miles. There is 0.40 mile of sidings and yard tracks. This railway is at an elevation of about 2200 feet above sea level, and it follows the general surface of the ground with a minimum of earthwork. The grades are frequent and steep, and the curves are many and sharp. The maximum grade is 5 per cent, and the maximum curvature is 20 degrees. The equipment and traffic are light so that no unusual inconvenience is suffered by reason of this. The cuts and embankments are generally of sufficient cross-section properly to support the track, and the ditches appear properly to drain the roadbed. The track alignment and surface are fair to good. There are no unusual features in the construction or operation.

The tracks are laid with 40-lb. rail, joined with 4-bolt angle-bars and flat fish-plates. The ties are principally yellow pine, and the renewals, amounting to about 7 per cent, were judiciously made. The ties are 6 inches by 8 inches by 6 feet and were generally in good condition. Rigid frogs, split switches, and rigid switch stands are used. The ballast is gravel and a small amount of cinder of fair quality but usually of sufficient amount. The right of way is cleared and in fair condition. The fences are maintained where needed and the road crossings and signs were in fair condition. The section force consists of a foreman and 8 men. This force also handles the track work on the Otis railway.

The bridge structures consist of one overhead queen post timber bridge on masonry abutments carrying a highway; 3 single span timber stringer bridges on masonry abutments; and 2 frame bent trestles. The bridges were in generally good repair and no defects were noted.

There are one-story frame station buildings maintained at Haines Falls and Tannersville. There are also 4 shelter sheds with wooden platforms at other points where passengers are handled. These stations and shelters seem to provide adequate facilities for the class of service performed. There are no grade crossings with other railroads. This railway is operated only during the summer months, and the business is principally passenger. There is a small amount of freight handled locally and



in connection with the Otis railway. There are no automatic or other signals. The terminal and road facilities seem ample for the business. The train movements are controlled by rules and timetables.

Since the previous inspection the overhead highway bridge at Otis Summit has been rebuilt. The tie renewals have been made where necessary, and about 800 ties are on hand for renewals during this season. Cinders have been distributed for raising and re-ballasting parts of the track, and this work was progressing favorably. There are no extensive improvements contemplated for this season. The general conditions on this railway were fair and there were no defects observed which would interfere with the safe handling of traffic.

Respectfully,

W. G. HIMES,

*Inspector Division of Transportation.*

#### CATSKILL MOUNTAIN RAILWAY.

Inspected May 14, 1914. Last previous inspection June 24, 1913.

*To the Public Service Commission, Second District:*

I have made an inspection of the Catskill Mountain railway and submit the following report:

This is a single track railway of 3-foot gauge extending from Catskill Landing on the Hudson river to Palenville, a distance of 15.75 miles. There are 2 branch lines: Cairo branch 3.77 miles in length extending from Cairo Junction to Cairo; and the Otis branch 0.25 mile in length extending from Otis Junction to the connection with the Otis railway. There are 2.48 miles of sidings and yard tracks. This railroad follows the line of least resistance and in consequence thereof the grades are comparatively steep and the curves frequent and sharp. The maximum grade is 2.25 per cent. The cuts and embankments are of good sectional area properly to support the track, and the ditches were generally clean and appeared properly to drain the roadbed. The alignment and surface of the tracks were good.

The tracks are laid with 40-lb. Bessemer steel rails coupled with 4-bolt fish-plates and continuous rail joints. The rails were generally in good condition, and on several curves where it was worn the rails have been turned. There were no defective rails observed. The ties are of chestnut and white oak 6 inches by 8 inches by 6 feet. The tie renewals are now being made with yellow pine ties. The renewals this season will amount to about 12 per cent, which is ample for proper maintenance. Rigid frogs and split switches and rigid switch stands with targets are used. They are in good repair. The ballast is a good quality of gravel and cinders and of sufficient quantity properly to ballast the track. Since the previous inspection 180 carloads of cinders have been distributed for ballast. The tracks are being raised on these cinders and tie renewals were being made at the time of the inspection. The right of way was clean, and the fences where required were in good repair. The road crossings and signs are properly maintained. The section force consists of about 8 men to a section averaging about 6.5 miles in length. This is sufficient properly to maintain the track.

There are 5 timber stringer bridges on masonry abutments; 3 through truss bridges with timber stringers and steel floor beams; 1 through plate girder bridge with timber stringers and steel floor beams; 1 deck plate girder bridge; 6 brick arches; and 5 rail and concrete flat top culverts. They were generally in good condition. The following minor defects were observed: bridge No. 3 has a foot-walk fastened to the outside of the truss which is owned and maintained by the Village of Catskill, the hand-rail on the east end is loose: attention was called to this in the previous inspection, and it was stated that the matter had been brought to the attention of the village authorities without result: it is suggested that an earnest effort be made to have this repaired at once; bridge No. 20 needs several new ties; bridge No. 18 should have the guard-rail full spiked to the ties.

There are 6 frame station buildings in fair condition for the class of service performed. In the previous inspection, attention was called to the fact that the freight and passenger stations at Cairo needed painting. It was explained by the railway officials that they have not been financially able to do this; and that the business at this point has suffered from the competition of automobiles. It is very noticeable that these 2 buildings are not in as good condition in this respect as the other property of the company.

There are no grade crossings with other steam or electric railroads.

The principal service performed by this railway is the transportation of summer excursionists and except from Catskill to Cairo the railway is operated only during the summer season from the middle of May to the middle of October in each year. A freight service is performed but it is confined mostly to local shipments. There are no physical connections with other railroads, but a direct connection is made with the Hudson river

boats at Catskill Landing where passengers and freight are interchanged. Train movements are controlled by timetable operating rules and when necessary by train orders transmitted by telephone. There are no automatic or other block signals in use. The terminal and road facilities seem adequate to handle the business.

Since the previous inspection a coal elevator has been installed at Catskill Landing which replaces the old method of handling the coal by hand. About 12 per cent of the ties have been renewed, and about 25 tons of new 40-lb. Bessemer rail have been used to replace some of the curve worn rails. Cinder ballast has been distributed on about 3 miles of track, and the tracks are being raised and re-surfaced on this ballast. It is expected to renew about 12 per cent of ties during this season.

It is recommended (1) that the hand-rail on bridge No. 3 be repaired at once; (2) that the poor ties on bridge No. 18 be replaced; (3) that the guard-rail on bridge No. 20 be full spiked to the ties.

Respectfully,

W. G. HIMES,

*Inspector Division of Transportation.*

#### CENTRAL NEW ENGLAND RAILWAY.

Inspected June 22-24, 1914. Last previous inspection June 23-25, 1913.

*To the Public Service Commission, Second District:*

I have inspected those lines of the Central New England railway which lie within the State of New York and submit the following report:

This railroad comprises the following lines: main line, state line to Campbell Hall 74.30 miles; Rhinecliff branch, Boston Corners to Rhinecliff 35.12, and Silvernails to Rhinecliff Junction 3.19: 38.31 miles; Newburgh, Dutchess and Connecticut division, state line to Pine Plains Junction 15.30, Stissing Junction to Dutchess Junction 39.04, and Wicopee Junction to Beacon 1.65: 55.99 miles; Hospital branch, Poughkeepsie to State Hospital 3.26 miles; Hopewell branch, Poughkeepsie Junction to Hopewell Junction 12.19 miles; New York, New Haven and Hartford railroad, former Highland division from Hopewell Junction to state line near Mill Plain, Conn., now operated by the Central New England railway 28.50 miles: total in State of New York 212.55 miles.

The line from Campbell Hall to Mill Plain, Conn., via Hopewell Junction is all double track, excepting from Campbell Hall to Maybrook and from Loyd to Highland, amounting to 5.8 miles. All of the other lines are single track.

There are connections at Campbell Hall with the Erie, the New York, Ontario and Western, the Lehigh and New England, and the Wallkill Valley railroads; at Maybrook with the Lehigh and Hudson River railway; and at Dutchess Junction, Beacon, Poughkeepsie, Rhinecliff, Boston Corners, and Millerton with the New York Central and Hudson River railroad.

The character of the country through which the several lines extend varies from rolling to rough, and in some places along the Newburgh, Dutchess and Connecticut division it is mountainous. There are some fairly heavy grades, the maximum being about 1.5 per cent, but the curvature is moderate. The cuts and fills generally have a good cross-section and are in good condition. The drainage on most of the line is good. On the Rhinecliff branch a few ditches were filled by small slides, and it was stated that arrangements had been made for working a ditching machine in that territory. It is suggested that in two long wet cuts, one east of Poughkeepsie and the other near milepost 131, tile drainage would effect a material improvement in the roadbed. The surface and alignment of the track are fair to good and quite generally suitable for the traffic. A few places where the track surface was not so good were observed on the main line west of Stanfordville, west of Clinton Corners, and on the eastbound track west of Clintondale. Frost shims, which still are in the track in many places, should be removed as soon as practicable.

The rail comprises several weights, from 60-lb. to 100-lb. per yard, and most of it is in good condition. The joint fastenings consist largely of 4-bolt angle-bars. Two piped rails were found on the New York, New Haven and Hartford line, one on each side of bridge No. 102.84, and a rail with a piece broken off in a joint was found at Brewster station. Some loose Weber joints were observed in the yard at Beacon. The track ties consist largely of chestnut and oak. Tie renewals were being made in a number of places at the time of the inspection, and the rate of renewal appeared to be sufficient for properly maintaining the track timber. The track appliances include split switches, rigid and spring frogs, and rigid and automatic switch stands equipped with targets and lights. Derails have been installed where that form of protection seems desirable. Tie-plates are used on the curves of the heavy traffic lines. The ballast consists of a fair quality of gravel supplemented by cinders in a few



places. The amount of ballast on the several lines appears to be fairly satisfactory for the traffic which is borne. The right of way is clear and open and suitable fences are maintained. The road crossings are in good condition, and are equipped with crossing-signs. On many of these signs however the lettering is very dim, and they should be painted. The track sections are from 4 miles to 6 miles long, and the track forces consist of 6 men to 8 men per section during the working season. This amount of labor is ample for the maintenance work.

The bridges and culverts include a wide variety of structural forms in timber, steel, and concrete. Many timber culverts and trestles have been replaced by permanent structures during the last few years, and this policy still is being followed as closely as practicable. The bridge structures generally are in good condition, and the following defects are such as are usually cared for in the regular maintenance work: Main line: The large cantilever bridge across the Hudson river at Poughkeepsie has a poor deck: the renewal of this deck requires a large amount of timber and material is now being assembled for that purpose; concrete arch overhead near milepost 113, the easterly telltales were tangled. Rhinecliff branch: There are some poor bridge ties in the track at the place where the Boston Corners trestle was filled; No. 1.63 has some loose blocks under the stringers; No. 1.80 has a few poor stringers: material is on the ground for repairs; No. 8.20 has a poor stringer: a concrete slab top is to be put in; No. 17.46 has a few poor stringers; No. 18.04, there are poor track ties on the approaches; Nos. 21.36 and 21.67, the inside guard-rails are not securely spiked; No. 23.36 has been damaged by fire: it is to be rebuilt with concrete; No. 23.43 has some poor piles and stringers: it is to be rebuilt with concrete. Newburgh, Dutchess and Connecticut division: No. 1.71 has a poor deck and poor stringers: it is to be rebuilt with concrete; No. 22.44 should have saprot trimmed off of the deck timbers; No. 29.33 has a few poor sills and caps: repairs are to be made; No. 47.11 has a poor wall plate; No. 53.38 has some loose boards on the hand-rail; No. 58.50 is a light steel truss over the New York Central tracks near Beacon: this structure should be investigated as to its suitability for carrying the loads which now pass over it, if this has not already been done. New York, New Haven and Hartford railroad, former Highland division: No. 126.00 has some poor ties: the deck is to be renewed; No. 116.55 has very small blocks under the girders.

The station buildings are of frame construction, in good condition and well kept. Many of them are small, but they appear to be suitable for the present traffic. A new station is to be built at Stissing Junction where a car body has been used as a station. No material change has been made in the Poughkeepsie station, and the subject of a new station in that city is now held in abeyance. At several stations where it is necessary for passengers to cross a track to reach a train, there is no platform across the intervening track. This condition was observed on a siding at Copake and at stations in the double track territory west of Poughkeepsie. A platform should be provided by filling in some suitable material between the rails. At East Walden there is no name sign on the station.

At Hopewell Junction, 1 track of the Newburgh, Dutchess and Connecticut division is crossed by 2 tracks of the Hopewell branch, protected by mechanical interlocking with derails in both lines. At Boston Corners, 1 track is crossed by 2 tracks of the New York Central and Hudson River railroad, protected by a large gate which swings across the tracks. At Millerton, 1 track is crossed by 1 track of the New York Central and Hudson River railroad, protected by a large gate swinging across the tracks. At Matteawan, 1 track is crossed by 1 track of the Fishkill Electric railway, protected by crossing gates. At Poughkeepsie, 1 track of the Hospital branch is crossed by 1 track of the Poughkeepsie City and Wappingers Falls Electric railway, the only protection being the flagging of electric cars over the crossing.

There is a heavy tonnage of coal eastbound on the line from Campbell Hall to the state line near Mill Plain, Conn. A pusher service is required over the divide lying east of Hopewell Junction, but west of that point the line has been rebuilt to a low grade, excepting about 4 miles of line west of Highland where heavy reconstruction work now is in progress. A large terminal and classification yard has been developed at Maybrook where the coal which is received from connecting roads is made up into solid trains for various New England points. There also is a considerable westbound traffic consisting largely of manufactured goods. The traffic is light on the other lines of the railroad in this State, and especially so on the Rhinecliff branch and parts of the Newburgh, Dutchess and Connecticut division. It is suggested that under such conditions the use of motor cars would meet the needs of the passenger traffic and probably would show a material economy in operation over the present steam trains. Train movements are governed by the timetable schedules, telegraphic train orders, and standard code rules. There also is an automatic block system in use from Berea, near Maybrook, to Hopewell Junction, and a manual block system

from the latter point eastward. Special signals are in use at several points where the conditions require extra protection.

During the past year the following improvements have been made: increase of sidetracks, 27.04 miles; rail renewals, 5.27 miles of 100-lb. relayer rail, 3.72 miles of 90-lb. re-rolled rail, and 0.37 mile of 78-lb. relayer rail, all replacing worn 78-lb. and 79-lb. rail; 3 timber bridges have been replaced by concrete structures: the stations have been repaired and painted at Brewster, Dykemans, Towners, and West Patterson; new train order signals were installed at Brewster and Towners; a new highway crossing bell was installed at West Pawling, and a new highway signal, consisting of a banjo visual signal with a bell was installed at Stormville; progress was made on the re-location and grade reduction work west of Highland. The principal improvements contemplated for the ensuing year are the laying of  $5\frac{1}{2}$  miles of 90-lb. re-rolled rail, and the completion of the line and grade revision work. The recommendations of the preceding report were carried out. This property as a whole is being maintained in good condition for handling its traffic, and adequate provision apparently is being made for all necessary repairs and renewals. It is recommended that the defects of track and structures mentioned in this report be remedied.

Respectfully,

J. B. STODER,  
Steam Railroad Inspector.

#### CENTRAL NEW YORK SOUTHERN RAILROAD.

Inspected June 15, 1914. Last previous inspection June 7, 1913.

*To the Public Service Commission, Second District:*

I have inspected that part of the Central New York Southern railroad which is operated by steam and submit the following report:

This railroad extends in a southerly direction from Auburn to Ithaca. It is operated by steam from Auburn to South Lansing, a distance of 29.1 miles. The total length of all sidings is about 4.83 miles. There are physical connections at Auburn with the Auburn road of the New York Central and Hudson River railroad and the Auburn division of the Lehigh Valley railroad. It is single track and standard gauge.

The railroad conforms to the general ground surface, and the grades and curves are moderate. The maximum grade is 4 per cent which was employed to save construction cost in the overhead crossing of the Lehigh Valley railroad and a farm crossing near Auburn. It is expected to reduce this grade to about 1 per cent this year. The cuts and fills are in fair condition, and the ditches were generally in condition to provide proper drainage. The exception noted was in the cut at telegraph pole 18-33 where the ditches should be cleaned. The alignment and surface are fair to good. Where re-ballasted recently they are splendid.

The track is laid with 26.5 miles of 70-lb. and about 2.6 miles of 60-lb. Bessemer rail, joined with 6-bolt angle-bar and 4-bolt Bonzano splices. The rails are generally in good condition, and the joints full bolted and tight. The ties are principally oak and chestnut. The renewals since the previous inspection amounted to 11,000, or about 12 per cent of those in track, and it is expected to renew about 15,000, or 16 per cent, this season. This is sufficient for proper maintenance. About 2500 ties have been renewed this Spring, but at the time of the inspection there were very few ties on hand for maintenance work. It was explained that the ties were being used on the street railway work in Ithaca. It was expected that in a short time ties would be available for the regular track renewals. It is the best practice to have the tie renewals completed as early as possible in the season. The shims under the rail in some of the cuts should be removed promptly. The frogs are of the spring and rigid types. The switch stands are the New Century equipped with targets and lamps. The switches are of the split rail type, and the throw is positive. These were usually in good condition, and no defects were noted.

The ballast is gravel of rather inferior quality and in places insufficient in amount. More ballast is required north of telegraph pole 8-35, near poles 17-10 and 23-25. The track in places is over-grown with grass and weeds. These can be exterminated by burning or some other modern means and prolonging the life of the ties. Some cinders have been used in the past year for ballast, and it is expected to continue their use as fast as they are available. These cinders are of good quality, and they will improve the track considerably. The right of way is cleared and in good condition. The old ties piled along the track should be burned. The fences are in fair to good condition except at telegraph pole 29-20 where the fence is down and should be reerected. The road crossings and signs are in good condition and no defects were noted. The sections are from 6 to 9 miles in length and the average is about 8 miles. The force during the



working season is from 8 to 10 men. This is ample for proper maintenance.

There are 1 steel truss, 11 I-beams, and 4 wooden stringer bridges in generally good condition. The minor defects observed were as follows: the saprot on the decks of bridges 1 and 12 should be adzed off; the main running rail is not full spiked to the ties on bridges Nos. 2 and 9; the I-beams should be painted on bridges Nos. 11, 12, 13, 14, 15, and 16. Since the previous inspection two wooden stringer bridges have been replaced with castiron pipe, and one is now being replaced with a concrete arch. It is expected to replace all the remaining wooden stringer bridges with concrete culverts this season. This is in accord with the best modern practice and is commendable.

The stations are all frame and seem to provide the necessary facilities for the present traffic.

There are no grade crossings with other steam or electric railroads.

The traffic on this railroad is local and not very extensive. Steam trains are operated between Auburn and South Lansing. At the latter point the passengers are transferred to electric cars operating into Ithaca. Train movements are controlled by operating rules, timetables, and telephonic train orders. There are no automatic or other block signals.

Since the previous inspection the length of sidings has been increased about 0.5 of a mile. This includes a siding to the Remington power house at Ithaca for delivery of coal and securing cinders for ballast; and providing turnouts on the stub ends of the sidings at Mapleton, Merrifield, and Venice Center. Coal pockets for local distribution were erected at Venice Center. The tie renewals as stated above were 11,000, or about 12 per cent. About 5 miles of track were re-ballasted with cinders. The bridge over the Lehigh Valley railroad at Auburn has been painted. Two McKee gasoline motor cars seating 83 passengers each have been bought, and it is expected to operate them between Auburn and Ithaca. The present morning and evening steam trains will be operated as at present except that the cars will be operated into Ithaca by changing from steam to electric power at South Lansing. This will eliminate the transfer of passengers as at present. The gasoline cars will make the trips between the morning and evening trains and will provide 3 additional trips in each direction over the present schedule. A new passenger and freight terminal with about 2.3 miles of new line is being constructed in Ithaca.

It is expected to renew about 15,000 cross-ties and re-ballast about 10 miles of track with cinders; to eliminate the 4 per cent grade in the main track at Auburn; complete the new terminal at Ithaca and make a physical connection with the Delaware, Lackawanna and Western railroad at Ithaca for the interchange of freight and passengers.

It is recommended (1) that the bridge painting be continued until all the bridges have been painted; (2) that the re-ballasting be continued; (3) that the main rail be full spiked to the ties on all bridges; (4) that the minor defects in the bridges and track enumerated in the body of the report be remedied.

Respectfully,

W. G. HIMES,  
Inspector Division of Transportation.

#### CHAMPLAIN AND ST. LAWRENCE RAILROAD.

Inspected May 27, 1914. Last previous inspection June 12, 1913.

To the Public Service Commission, Second District:

I have made an inspection of that part of the Champlain and St. Lawrence railroad which lies within the State of New York and submit the following report:

This railroad is a part of the Grand Trunk system, extending from Montreal to Rouses Point, where it connects with The Delaware and Hudson Company's railroad. It is a single track line and the length within this State is 1.21 miles. The line extends across level country and most of it is on embankment which has a good cross-section.

The grade is practically level and there is one curve of moderate deflection. The line and surface of the track are good. The rail is an 80-lb. section and most of it is in good condition. Some wear is evident at the south end where switching is done. Near the switches north of the curve there is a joint which is bolted through one rail only, the other rail not having been drilled for bolts. South of the north switch on the east side of the track there is a rail which apparently is piped. An open crack has not developed, but the rail head is failing as shown by the characteristic rust streak underneath. The track ties, consisting of cedar and pine timbers, are in good condition and the renewals appear to be sufficient for proper maintenance. The track appliances include split switches, spring frogs, and automatic switch stands equipped with targets and lights. The track is well ballasted with gravel. The right of

way is clean and well cared for and properly fenced. The only road crossing is at the International boundary. It is in good condition and is equipped with the standard sign of this railroad. The track in this State is part of a section 5½ miles long which has a force of 4 men during the working season. This amount of labor does not seem sufficient to maintain a track under fairly heavy traffic, and presumably it is supplemented at times by a work-train and extra gangs.

The only bridge structures are three culverts, two of which are concrete and the other partly concrete and partly timber. These are in good condition. There are no stations on the line in this State.

Train movements are controlled by timetable schedules, telegraphic train orders, and the operating rules. First-class trains are blocked with the telegraphic train order signals. There is a fairly heavy traffic on this line, it being used by the through trains of The Delaware and Hudson Company to and from Montreal, in addition to the trains of the Grand Trunk system. The facilities for handling the traffic appear to be sufficient.

The only improvements made during the past year were the relaying of 270 feet of 80-lb. rail, and the construction of a car repair siding 607 feet in length. It is recommended that the rail joints be full bolted, and that defective rails be removed from the track.

Respectfully,

J. B. STOUDEB,  
Steam Railroad Inspector.

#### CRANBERRY LAKE RAILROAD.

Inspected May 20, 1914. Last previous inspection May 28, 1913.

To the Public Service Commission, Second District:

I have inspected the Cranberry Lake railroad and submit the following report:

The Cranberry Lake railroad has a single track line of standard gauge extending from Benson Mines, where it connects with the New York Central and Hudson River railroad, to Wanakena, a distance of 6 miles.

The line extends through a rough country involving many curves and some fairly heavy grades. The cuts and fills have a good cross-section and are in good condition. Suitable track ditches provide drainage where it is required. The surface and line of the track are good throughout.

The rail is a 60-lb. section, and most of it is in fairly good condition. Between bridges Nos. 1 and 2 there are some rail joints which are not full bolted. The track ties consist of native timber and are in fair to good condition. Very few renewals apparently have been made this season however, and a number of poor ties were found between bridges Nos. 4 and 5. The line is well ballasted with mine tailings. The track appliances, consisting of split switches, rigid frogs, and rigid switch stands, all appeared to be in good condition. The right of way is clean and well kept but very little of it is fenced. The road crossings are in good condition and are equipped with standard signs. The track work is handled by a track gang consisting of about 6 men during the working season.

The bridge structures are all of timber construction. The smaller bridges rest on timber cribs or mudsills, and two timber truss bridges of one span each are supported on concrete abutments. The following defects were found: No. 1 has a large amount of soft timber in the abutment; No. 2 has soft timber in the west abutment; Nos. 6 and 7, the truss bridges, have some poor ties.

The only station maintained by this company is that at Wanakena. It is in good condition and suitable for the traffic. Joint use is made of the New York Central station at Benson Mines.

This road was built to serve the lumbering industry but most of the valuable timber has been removed, and the traffic now is very light. One train crew handles all of the train work. In order to handle the passenger traffic more economically than it can be done with a steam locomotive and coach, the company is building a motor car in the shop at Wanakena and expects to place it in service soon. The car body is 24 feet long over all and is carried on a 4-wheel truck with a wheel base of 8 feet. It is to be geared to a maximum speed of 18 miles per hour and apparently will provide a means of handling the passenger traffic at a low cost. There are no grade crossings with other railroads.

No improvements have been made in the past year beyond the regular maintenance work. The only improvement contemplated at present is the installation of a motor car for passenger traffic, as mentioned above. It is recommended that the defects of track and structures mentioned in this report be remedied.

Respectfully,

J. B. STOUDEB,  
Steam Railroad Inspector.



## DANSVILLE AND MT. MORRIS RAILROAD.

Inspected June 2, 1914. Last previous inspection June 5, 1913.

*To the Public Service Commission, Second District:*

I have inspected the Dansville and Mt. Morris railroad and submit the following report:

This is a single track railroad of standard gauge. It extends in a northeasterly direction from Dansville to a connection with the Rochester division of the Erie railroad at Mt. Morris, a distance of 14.6 miles. There are 2.52 miles of sidings including 0.28 mile of track known as the Sonyea branch. This is a siding with the switch connection removed. As it is used only at a certain time each year, the switch is restored when needed.

The railroad is built on a fill for the greater part of its length, and it is nearly level. It follows the lowlands in the valley of a stream tributary to the Genesee river. There is no data available as to the grades and curvatures, but they are moderate. The embankments are well formed and the cuts are of good cross-section. Considerable trouble is experienced with high water. At times the tracks are inundated, and washouts have caused considerable annoyance and expense. In the flat country deep ditches have been dug on each side of the track at the foot of the embankments: they are usually wet and a dense growth of vegetation covers the right of way, ditches, embankments, and track. The drainage of this valley has been given consideration and construction work is in progress which when completed should benefit the valley and relieve the railroad of the annoyance and expense caused by the high water after heavy rains. The track alignment and surface are fair.

The tracks are laid with Bessemer rail in the following weights and mileage; 67-lb., 3 miles; 63-lb., 11.03 miles; 60-lb., 0.57 mile: total 14.60 miles.

The rails were generally in fair to good condition, and no defective rails were observed. While in places they were surface kinked, they give satisfactory service under the light traffic conditions. The splices are of the 4-bolt angle-bar type, full bolted, and generally tight. The ties are yellow pine, oak, and chestnut. The renewals since the previous inspection amounted to 2650 ties representing about 6.4 per cent of the total number of ties in track. This is not sufficient for a proper maintenance. It is expected to renew about 4000 ties, or 10.5 per cent, this season, and this number of ties will be required to make the necessary renewals. Rigid frogs, split switches, and rigid switch stands equipped with targets are used. They are few in number and no defects were noted. The track is ballasted with 12.6 miles of cinder and 2 miles of mud ballast. It is generally sufficient in amount but the mud ballast is not very satisfactory. The sod and the dense growth of grass in the ballast tend to hold the moisture and shorten the life of the ties. Maintenance of the track surface under these conditions is difficult. The right of way as stated above has a rank growth of rapidly growing weeds, rushes, etc., and the expense of cutting and clearing this is excessive. It is believed that in dry weather if the drift and dead grass which litters the right of way were fired the growing weeds would be burned, and the expense would be trivial. It is almost impossible to keep the right of way clean on account of the high water after storms depositing fresh drift thereon. The fences are maintained with difficulty but properly. There were no places observed where fences are required that they were not properly maintained. The road crossings and signs are in fair to good condition. The maintenance force consists of a foreman and 8 men in the working season. This force is not sufficient for maintenance on a high standard and especially when the men are required to use a hand-car to go to and from work. The physical conditions, together with the light traffic and revenue, will not permit a maintenance expenditure much beyond that necessary to give a reasonably safe condition of the track and structures. A motor car for the use of the trackmen would materially increase the efficiency and make the maintenance standard higher than at present without any increase in labor expense. The tie renewals contemplated for this year will put the track in safe condition for the traffic. Although the season's work has been considerably delayed on account of the late Spring, about 2 miles of track have been re-tied. The bridges are 32 in number, consisting of 21 frame and pile bent trestles, 10 plate girders, and 1 pony truss. The steel spans are generally supported on either piles, frame bents, or timber cribs. The character of the ground is such that pile foundations are necessary. There are a great many openings which are only necessary during high water. The timber structures are a source of considerable trouble due to the floods depositing drift and straw on the timber and under the bridges which when dry are liable to start a fire and destroy the structure. The bridges were generally in good condition. The defects observed were as follows: bridge No. 2 has several poor caps; bridge No. 11 has some poor ties; bridge No. 21, the back wall on the west abutment needs attention; bridges Nos. 22, 23, 24, 25, and 26 had drift on the timbers and under the structures; bridge No. 26

needs general repairs; bridge No. 29, the back walls need attention; bridge No. 30, a one span deck plate girder on frame bents, has back walls of timbers, and the west abutment is bulging and should be rebuilt at once; bridge No. 31 is a pile trestle of 4 span: it is expected to cut off the piles under the water and erect thereon frame bents; bridge No. 32 is a 7 span frame bent trestle. General repairs were being made at the time of the inspection. Timber is on hand for the repairs to the bridges, and it is expected to complete the repairs promptly.

There are 3 frame station buildings which appear to provide accommodation for the traffic. There were no structural defects noted.

There are no grade crossings with other steam or electric railroads.

Train movements are controlled by operating rules, timetables, and train orders. There are no block or other signals and none is necessary. The traffic is principally farm and manufactured products delivered to the connections at Mt. Morris, and inbound miscellaneous shipments. A through passenger service is performed by the Erie railroad with a morning and evening train between Rochester and Dansville. The other passenger service is local between Dansville and Mt. Morris connecting with the Erie trains at the latter point. This service seems ample.

Since the previous inspection a new wye track has been built at Dansville to replace the turntable, and about 1084 feet of sidings have been removed; 0.26 mile of new 60-lb. rail has been laid; 2650 ties have been renewed; bridge No. 9 has been filled in and additional land has been bought for a gravel pit from which to secure ballast. The contemplated improvements are the renewal of about 4000 ties, and the construction of an engine coaling station at Dansville. It is recommended (1) that the tie renewals this season be not less than 4000; (2) that the bridge defects noted in the body of the report be repaired.

Respectfully,

W. G. HIMES,

*Inspector Division of Transportation.*

## THE DELAWARE AND HUDSON COMPANY'S RAILROAD.

Inspected July 20-25, 1914. Last previous inspection August 11-16, 1913.

*To the Public Service Commission, Second District:*

I have inspected The Delaware and Hudson Company's railroad and submit the following report:

The lines of this railroad are divided into 4 divisions, the Champlain, Saratoga, Susquehanna, and Pennsylvania divisions. The lengths of main line and branches comprising each division are as follows:

Champlain division: main line, Rouses Point to Whitehall, 112.93 miles; Mooers branch, Canada Junction to International boundary, 12.78 miles; Chateaugay branch, Bluff Point to Lake Placid, 79.44 miles; Ausable branch, South Junction to Ausable Forks, 18.87 miles; Ticonderoga branch, Montcalm Landing to Baldwin, 5.69 miles: total, 229.71 miles. This division is single track, with the exception of 3.36 miles of double track on the main line between Plattsburgh and Bluff Point.

Saratoga division: main line, Whitehall to Albany, 79.14 miles; Washington branch, Eagle Bridge to state line, 32.62 miles; Rutland branch, Whitehall to state line, 6.63 miles; Salem branch, Greenwich Junction to Greenwich, 10.20 miles; Lake George branch, Fort Edward to Lake George, 14.46 miles; Adirondack branch, Saratoga Springs to North Creek, 56.68 miles; Troy branch, Waterford Junction to Troy, 5.60 miles; Green Island branch, Watervliet Junction to Green Island, 1.09 miles; Ballston branch, Ballston to Schenectady, 14.12 miles; Mechanicville branch, Glenville to Mechanicville, 9.68 miles: total, 230.21 miles. The main line and the Green Island branch are double tracked throughout. The Troy branch from River street, Troy, to Green Island, the Ballston branch from Glenville to Schenectady, and the Mechanicville branch from Glenville to Crescent are double tracked. From Crescent to Mechanicville on the Mechanicville branch the single track of the Boston and Maine railroad parallels the single track of The Delaware and Hudson Company, and the 2 tracks are operated as double track by both railroads. The other lines of this division are single tracked.

Susquehanna division: main line, Albany to Binghamton, 142.59 miles; Schenectady branch, Delanson to Schenectady, 14.15 miles; Cherry Valley branch, Cherry Valley Junction to Cherry Valley, 21.04 miles; Davenport branch, Cooperstown Junction to West Davenport, 3.60 miles; Cooperstown branch, Cooperstown Junction to Cooperstown, 15.78 miles: total 197.26 miles. The main line from Delanson to Harpersville, about 94 miles, and the Schenectady branch, are double tracked. The balance is single tracked.

Pennsylvania division: main line, Nineveh to state line, 17.65 miles. This division is double tracked between Nineveh and



South Nineveh, and between North End and Tuscarora. The balance is single track.

The total length of first track is 672.83 miles; second track 205.15 miles; sidings and yard tracks 467.14 miles.

The cuts and embankments are maintained in a cross-section of ample proportions properly to support the tracks. Ditches for the drainage of the roadbed are in generally good condition. The track alignment and surface on the main line are only fair to good. The cause for this is attributed to the heavy tonnage and lack of a suitable ballast. There are 6 single track tunnels, 4 of which are through solid rock along the shore of Lake Champlain; 1 at Whitehall is under a section of the village and is lined; the other tunnel between East End and Tunnel on the Susquehanna division is lined. These tunnels are all protected by automatic block signals. They are carefully inspected at frequent intervals, and seem to be in good condition.

The tracks are laid with rail in mileage of each weight and kind as follows: Champlain division: main line, 90-lb. Bessemer, 44.06 miles; main line, 90-lb. open hearth, 29.47 miles; main line 80-lb. Bessemer, 43.99 miles; Mooers branch, 62-lb. Bessemer, 12.78 miles; Chateaugay branch, 80-lb. Bessemer, 79.61 miles; Ausable branch, 67-lb. Bessemer, 6.79 miles; Ausable branch, 62-lb. Bessemer, 12.26 miles; Ticonderoga branch, 62-lb. Bessemer, 6.32 miles; Saratoga division: main line, 90-lb. Bessemer, 53.49 miles; main line, 90-lb. open hearth, 55.99 miles; main line, 80-lb. Bessemer, 47.32 miles; Washington branch, 80-lb. Bessemer, 32.62 miles; Rutland branch, 80-lb. Bessemer, 6.63 miles; Salem branch, 80-lb. Bessemer, 10.20 miles; Lake George branch, 80-lb. Bessemer, 15.12 miles; Adirondack branch, 80-lb. Bessemer, 3.72 miles; Adirondack branch, 67-lb. Bessemer, 33.92 miles; Adirondack branch, 62-lb. Bessemer, 19.33 miles; Troy branch, 80-lb. Bessemer, 5.93 miles; Green Island branch, 90-lb. open hearth, 1.44 miles; Green Island branch, 80-lb. Bessemer, 0.72 mile; Ballston branch, 80-lb. Bessemer, 19.47 miles; Mechanicville branch, 80-lb. Bessemer, 10.59 miles; Mechanicville branch, 90-lb. open hearth, 2.27 miles; Susquehanna division: main line, 90-lb. Bessemer, 57.14 miles; main line, 90-lb. open hearth, 100.12 miles; main line, 90-lb. ferro-titanium, 1.67 miles; main line, 80-lb. Bessemer, 78.48 miles; Schenectady branch, 90-lb. Bessemer, 14.26 miles; Schenectady branch, 90-lb. open hearth, 9.32 miles; Schenectady branch, 90-lb. ferro-titanium, 1.42 miles; Schenectady branch, 80-lb. Bessemer, 2.58 miles; Cherry Valley branch, 80-lb. Bessemer, 15.16 miles; Cherry Valley branch, 67-lb. Bessemer, 5.88 miles; Davenport branch, 62-lb. Bessemer, 3.70 miles; Cooperstown branch, 80-lb. Bessemer, 1.95 miles; Cooperstown branch, 62-lb. Bessemer, 13.83 miles. Pennsylvania division: main line, 90-lb. open hearth, 17.93 miles; main line 80-lb. Bessemer, 4.60 miles.

The rail condition can be described as being both good and poor. Generally speaking, the 90-lb. rail is in good condition. The reverse is true, however, of a considerable part of the 80-lb. rail of which there are in the main tracks about 174.29 miles. Many of the branches have been laid with 80-lb. relayer rail, removed from the main tracks, and these branches, particularly the Cherry Valley, Washington, and Rutland, have a considerable number of rails which have piped or split heads in various stages of development. Many are in bad condition, and their presence in the tracks is a menace to the safety of trains. A rail with a defect of this kind should be removed from the track as soon as its presence is known. The track walkers and section foremen should be carefully instructed so that they may be able to detect and remove from the tracks any defective rails of this kind as soon as the defect is apparent. The practice of watching these defects until they develop to such a point that they are dangerous before removing them from the track does not appear to be on the side of safety.

Defective rails were noted at the following points: Champlain division: main line: a piped or split head rail in the west side of the main track at telegraph pole 186-14; piped or split head rails in the east side of the track at telegraph poles 186-02 and 186-07; opposite milepost 186; near telegraph poles 185-30, 182-25, 181-06; and back of the frog at milepost A-177; a piped or split head rail on the west side of the track at telegraph pole 176-22 is cracked under the head on the gauge side; a piped rail in the west side of the track 2 rails south of telegraph pole 176-20; a piped or split rail in the west side of the track near telegraph pole 175-29 is cracked under the head on the gauge side; an apparently piped or split head rail in the east side of the track at telegraph pole 175-6, and another at telegraph pole 172-20; piped or split head rails on the east side near milepost A-171, near telegraph pole 169-30, and opposite milepost A-158; a split end rail in the west side near telegraph pole 141-10; the rail is poor south of Essex where new rail has been distributed; a piped or split head rail in front of Essex station is cracked, and the rust is streaked for about 15 feet on the gauge side under the head; a piped or split head rail on the east side of the track between telegraph poles 137-1 and 137-2 is cracked down in the web; the rail near milepost A-87 is poor; many are broken or defective

and have been patched with splice bars; Chateaugay branch: an apparently piped rail in the north side of the track near telegraph pole W. U. 370. Saratoga division: main line: the rail is poor in the southbound track near milepost A-74, new rail has been distributed, and the poor rail will be replaced promptly; piped or split head rails were noted in the east side of the southbound track at the following points: telegraph poles 74-05, 70-8, 69-30, 69-1, 68-15, and 68-2; poor rail in the southbound track near milepost A-68, and many broken rails are patched with angle-bar splices; piped or split head rails on the east side of the southbound track near telegraph poles 69-15 and 67-16; a mashed head rail on the east side of the southbound track near milepost A-67; piped or split head rails on the east side of the southbound track at the following points: telegraph poles 65-23, 64-3, 63-24, 63-20, 62-11, 61-30, 61-14, 61-3, 60-25 (has a piece of the head on the outside broken off), 57-5, 53-25, 47-11, 32-5, 17-10; poor rail in the southbound track near milepost A-13 where many broken rails are patched with angle-bar splices; a piped or split head rail in the northbound track just south of the water crane south of W Y tower, Mechanicville; Washington branch: piped or split head rails were noted at the following points: in the west side of track 5 telegraph poles south of milepost A-127; 9 telegraph poles south of milepost A-122; at telegraph pole 121-3 and telegraph pole 121-4; near the fifth and eighth telegraph poles south of the first culvert south of state line monument near Rupert; the sixth rail south of the state line monument; near telegraph poles 1060, 1098, 1107, 1118, 1125, and 1131; in front of the water tank at Granville; the fourth rail south of milepost 107-A; the third rail on the east side south of telegraph pole 1150; the east rail at the heel of the switch north of Granville; near telegraph pole 1154 on the east side; between telegraph pole 1155 and telegraph pole 1156 on west side; first rail south of telegraph pole 1155 on the west side cracked through on gauge side; second rail south of telegraph pole 1157 on the west side cracked through the head on gauge side; second rail north and fourth rail south of telegraph pole 1159 on the west side; second rail south of telegraph pole 1159 on the east side cracked through on the gauge side; first rail south of telegraph pole 1161 cracked through on the gauge side; fourth rail north of telegraph pole 1162 on the east side; second rail north of telegraph pole 1163 on the west side; opposite telegraph pole 1164 in the west side, head split; on the west side of the track near telegraph poles 1169, 1172, 1189, 1200, 1201, 1222, 1226, 1235, 1259, 1269, and 1278; Rutland branch: piped or split head rails were noted in the south side of the main track near telegraph poles 214, 197, 162, 82, 65, 51, 23, 19, 17, and 16; Troy branch: the rail is poor on the main track through the yard at Green Island; Ballston branch: piped or split head rails were noted on the east side of the track about 1000 feet north of bridge No. 28; near the stone box culvert south of bridge No. 28; about 1000 feet south of the first open culvert south of milepost S-11; 3 rails within 350 feet north of bridge No. 29; the twentieth rail on the east side north of the first crossing south of milepost S-10; the twenty-eighth rail on the east side north of Forest Park crossing; the thirty-fourth rail south of milepost 7 on the east side; the thirty-third rail north of the crossing south of milepost 7 on the east side; a rail in the east side near the open culvert south of milepost S-7; 3 rails in the east side of the track between milepost S-6 and signal 4-D; the sixteenth rail in the east side north of the bridge near milepost S-5, and one in the west side on the bridge near milepost S-5; Mechanicville branch: piped rails were noted at the following points: the third rail in the south side of the westbound track west of signal M-S-1, and the second and ninth rails west of telegraph pole 8-20. Susquehanna division: main line: piped or split head rails were noted at the following points: the third rail on the east side of the track north of signal 17.4; on the southbound track near the south end of bridge No. 24; on the east side of the southbound track near telegraph poles 46-23, 47-17, and 48-06; in the west side of the southbound track near the crossover south of Worcester; in the east side of the southbound track near signal 60.1; in the west side of the northbound track near telegraph pole 62-24; in the east side of the southbound track near telegraph pole 64-24; and also one in the west side of the southbound track near telegraph pole 66-29; in the east side of the southbound track near telegraph pole 68-23, about 750 feet north of bridge No. B-72, near telegraph pole 72-14, near signal 72.1, near telegraph pole 74-31, telegraph pole 78-23, telegraph pole 91-25, about 450 feet north of bridge No. B-51, near telegraph pole 92-06, telegraph pole 95-23, north of Sidney near telegraph pole 117-35 and telegraph pole 124-15; in the west side of the southbound track near telegraph pole 115-10; in the west side of the northbound track near telegraph pole 77-11, telegraph pole 77-35, near signal 89.1, telegraph pole 103-29, and telegraph pole 137-19. Other defective rails were noted as follows: halfmoon breaks in the base of the rail on the east side of the southbound track at telegraph pole 3-23, south of bridge No. 5, near stone box culvert south of bridge No. 23, near milepost B-113, and near



telegraph pole 39-32; halfmoon breaks in the west side of the southbound track near telegraph pole 55-16, and in the west side of the northbound track near telegraph pole 57-23; a mashed end rail in the east side of the northbound track about one thousand feet south of bridge No. 23; the rail is poor in the northbound track on the low side of the curve south of milepost B-108; the rail is poor and the joints are sticking out on the southbound track near telegraph pole 49-20, and at signal 53.1; a split end rail on the east side of the southbound track near telegraph pole 114-18; Cherry Valley branch: piped or split head rails were noted at the following points: in the south side of the main track at telegraph pole 21-12, 200 feet east of telegraph pole 20-17, 90 feet east of milepost C-20, 200 feet east of telegraph pole 18-20, 60 feet west of telegraph pole 18-20, 150 feet east of Hyndsville station, in front of Hyndsville station, 180 feet east of bridge No. 24, near telegraph poles 17-14, 14-13, 12-11, 10-09, 9-14, 9-02, 8-19, 8-13, 7-19, 7-15, 7-05, 4-06, 2-19, and 1-10; in the north side of the main track near telegraph poles 2-18, 3-2, 7-2, 7-3, 7-5, 7-14, 8-1, 8-10, 8-12, 9-6, 9-12, 9-15, 10-2, 12-7, 16-22, 17-4, 17-6, 18-8, and 19-7, near the frog west of Hyndsville, and 90 feet east of milepost C-19; a split end rail 200 feet east of milepost C-18; a halfmoon break in the base of a rail on the gauge side near telegraph pole 19-06; Cooperstown branch: piped or split head rails were noted at the following points: 2 rails on the south side of the main track east of milepost C-5 and 1 rail on the same side east of milepost C-4; on the north side near telegraph pole 1330, 2 rails near telegraph pole 1435, and 1 rail near telegraph pole 1527; the rail is poor near telegraph pole 1549, milepost A-80, and telegraph pole 1699. Pennsylvania division: a piped or split head rail in the west side of the southbound track near telegraph pole 130-23; the rails are joined with 4- and 6-bolt angle-bar splices; the new rail has 4-bolt angle-bars with 63/64 inch track bolts; the splices were generally in good condition. The exceptions noted were as follows: Champlain division: main line: cracked splices, one bar only, near telegraph pole 176-22, near bridge No. 43, and between telegraph pole 141-9 and 141-10; Saratoga division: main line: track bolts were missing in the northbound track north of West Waterford; Washington branch: a cracked splice, one bar only, near telegraph pole 1158; Adirondack branch: an old rail chair joint is in the track near bridge No. 10; this should be removed and a pair of angle-bar splices substituted; Ballston branch: loose track bolts were noted in the main track near milepost S-6. Susquehanna division: loose track bolts were observed in the northbound track north of bridge No. 34, near telegraph pole 55-16, and in the southbound track south of Worcester; cracked splice, one bar only, in the southbound track north of bridge No. 44; track bolts loose and missing in both tracks on bridge No. 51; in the northbound track north of milepost B-71, near bridge No. 55, north of bridge No. 56, at milepost B-62; in the southbound track south of bridge No. 65, at bridge No. 87, and near signal 1172. Pennsylvania division: loose bolts in the main tracks at Tuscarora.

The ties are principally yellow pine, chestnut, white oak, cedar, and red oak. Their condition is generally good. Since the previous inspection, the renewals have been made with untreated yellow pine ties as follows: 33,000 on the Champlain division, 58,000 on the Saratoga division, and 64,160 on the Susquehanna division. This is about 6.4 per cent of the total ties in track and is considerably below the general average on other railroads. If this low percentage of renewals is continued it will soon result in an excessive number of bad ties in the tracks. A life of 10 years for untreated ties is a fair average. A renewal of 6.4 per cent would require an average life of 15.5 years which is abnormal. The ties are badly rail cut on the heavier traffic lines where tie-plates are not in use. The tie renewals were less than 50 per cent completed at the time of the inspection, due it is said to the ties not being received early enough. This is a matter which is of vital importance on a heavy traffic railroad. Good track can not be maintained where the tie renewals are made throughout the greater part of the working season. This is particularly true where the ballast is not suitable for heavy traffic. The tie renewals completed early in the season allow sufficient time for raising and surfacing to prepare the tracks for the winter season; otherwise the tracks are not given the required attention and poor track is the result. Rigid and spring frogs, split switches, automatic and rigid switch stands equipped with lamps are in use. Derails of the point and lifting types usually pipe connected to the switch stands are used where needed. Tie-plates are being applied on the curves, but their use is not as yet general. Anti-creeper devices are used to a limited extent. These track appliances are in generally good condition. The exception is that there are a great many broken frogs in the main tracks. They are broken on the turnout side, back of the point, with one exception at Cooperstown where the frog point was broken off. While they are not in a dangerous condition it is the best practice to remove them from the running tracks. The exact mileage of the different kinds of ballast is not available. The tracks are ballasted with gravel on the Champlain division; gravel,

cinders, ore sand, and about 28 miles of stone on the Saratoga division; and cinders on the Susquehanna and Pennsylvania divisions. The cinder ballast is not suitable for the heavy traffic and consequently there is a considerable amount of rough track with churning joints. Considerable attention has been given to this matter by the company, and it has been decided to re-ballast a part of the main line with stone. However, the work has not been started and it is probable that it has been postponed indefinitely. The necessity for a ballast of this kind under the heavy traffic borne is obvious. A start should be made at once. This work continued over a number of years would not be a heavy burden of expense in any one year. It would improve the condition of the tracks and provide greater safety in operation. The right of way was generally clean and well kept. The fences where required are properly maintained. The road crossings and signs are in good condition with the exception that the crossing-signs should be painted at some of the crossings. This is a matter that should be given particular attention. These signs are often the only protection at highway grade crossings and they should be as conspicuous as possible. The following defects were particularly noted in the crossings and signs: Champlain division: Ticonderoga branch: There are 5 crossings on this branch where the signs need painting. Saratoga division: Washington branch: The signs at the following crossings should be painted; first crossing north of milepost A-140; south of bridge No. 111; south of bridge No. 110; south of milepost A-135; and north of Rexleigh; the sign at the crossing south of milepost A-123 should be moved to a better location: it is now hidden behind trees so that it is not in clear view; Rutland branch: the sign should be painted at the crossing west of milepost A-81; Salem branch: the plank should be renewed in the crossing east of East Greenwich; Adirondack branch: the sign at the crossing south of milepost A-42 is broken and should be repaired; Mechanicville branch: the sign at the crossing near milepost M-12 should be re-set; it is now leaning over; the signs at the following crossings should be painted: crossing east of bridge No. 4½, near signal M-6.1, near milepost M-6, and milepost M-5. Susquehanna division: Main line: the sign at the crossing north of bridge No. 20 should be re-set: it is not now plumb; the signs at the crossings north of signal 85.2, and south of Port Crane should be painted; Cherry Valley branch: the signs should be painted at the crossings west of bridge No. 21½, at Sharon Springs, and at telegraph pole 9-9. Other minor defects in the tracks particularly noted were as follows: Saratoga division: main line: the surface and line are poor in the southbound track south of milepost A-72, north of signal 66.2, near milepost A-65, signal 63.2, milepost A-60, and south of W Y tower; broken frogs in the turnout side behind the point in the crossover north of milepost A-66, and in the crossover at the tannery near milepost A-32; joints kinked in the southbound track at signal 58.2, near signal 44.4, and milepost A-17; open track and insufficient ballast in the southbound track near milepost A-23, both main tracks near milepost 18, north of signal 14.2, and north of J A tower; the rail in the southbound track at X O tower should be rolled in; the northbound track has several churning joints near West Waterford; Washington branch: the track should be surfaced and the shims removed near milepost A-136; Adirondack branch: the surface and line are poor on the high fill near milepost A-39. Susquehanna division: main line: poor ties were noted in the main track south of bridge No. 2 and south of milepost B-130; in the southbound track south of milepost B-91, bridge No. 91, north and south of bridge No. 93, and between milepost B-25 and bridge No. 95; spikes sticking up in the southbound track near bridge No. 24 and in the northbound track between bridges Nos. 85 and 86; broken frogs, in the turnout side only in the crossovers near the water tank at Colleskill, north of milepost B-73, south of the overhead highway crossing at Oneonta, near signal 89.2, at Wells Bridge, north of Unadilla, in the southbound track near the water tank north of Sidney, in the turnouts south of bridge No. 86, north of signal 108.1, south of Bainbridge, south of Nineveh, and south of Bevier St., Binghamton. The southbound track is poor north of signal 53.1: the ties are badly rail cut, the joints are kinked, and the rail is poor. Churning track was noted at the following points: in the southbound track at Worcester, south of signal 57.2, between milepost B-86 and signal 59.2, south of signal 60.1, near signal 70.2, north of bridge No. 55, at telegraph pole 93-10, south of signal 93.2, south of bridge No. 71, south of signals 95.2, 96.2, and 97.2, north of bridge No. 76, south of bridge No. 87, and north of bridge No. 95; in the northbound track north of Worcester, north and south of bridge No. 40, south of bridge No. 41, north of Cooperstown Junction, south of Oneonta, near signals 84.2 and 94.3, north of milepost B-45, south of bridge No. 81, near water crane at Nineveh; and in both main tracks south of milepost B-84, south of bridge No. 42, at Schenectady, between bridges Nos. 49 and 50, north and south of bridge No. 51, south of signal 81.2, south of bridge No. 56, south of Wells Bridge, and at Unadilla. The line is poor on the curves in the southbound track at milepost B-66, north of signal 73.2, south of signal 74.2, and in the main track at milepost A-137. The



ties are badly rail cut in the northbound track north of the first culvert north of milepost B-84, in the southbound track at telegraph pole 94-35, and south of signal 98.2. The ties are skewed and the rail creeping in the northbound track north of Worcester, north and south of bridge No. 40, between bridges 62 and 63, south of milepost B-81, south of signal 108.2; and in the southbound track north of bridge No. 43, and south of signal 139.1. The surface and line are poor in the southbound track near milepost B-65, through the yard at Oneonta, on the curve at telegraph pole 88-20, and in the tunnel; on the northbound track through Oneonta yard and south of signal 106.1. Open track in the southbound track south of milepost B-31, south of milepost A-135, and north of signal 136.1. The rail joints are kinked and sticking out north of signal 137.1 and south of signal 134.1. Schenectady branch: the ties are poor in the northbound track between signals D-11.3 and D-11.1; the ditches should be cleaned in the cut near signal 7.4; Cherry Valley branch: a frog broken on the turnout side near telegraph pole O-5; Cooperstown branch: main track frogs broken on the turnout side only were noted west of Milford and east of Portlandville, and a frog with the point broken off east of Cooperstown; grass and weeds were growing in the track south of Cooperstown and near telegraph pole 1822; the surface and line are poor on a greater part of this branch; the points particularly noted were on the tangent south of telegraph pole 1396, east of milepost A-88, east of telegraph pole 1453, at telegraph pole 1592, between telegraph pole 1652 and milepost A-81, at telegraph pole 1780, and on the curve at telegraph pole 1792; the embankment is narrow on the west end of the open culvert at telegraph pole 1531; the shims in the track near telegraph poles 1592 and 1692 should be removed and the track surfaced; the ties are poor east of telegraph pole 1745 and at telegraph pole 1780; Pennsylvania division: the ties are skewed and the rail is creeping on the southbound track at signal 131.1, and on the northbound track south of telegraph pole 124-10; the northbound track is churning north and south of bridge No. 43, and north of signal 123.3; the ditches should be cleaned in the cut at telegraph pole 129-20; the track is open south of milepost A-124. The sections have an average length of 5.2 miles and a working force on the main line during the summer season of  $5\frac{1}{2}$  men per section on the Champlain, 7 on the Saratoga, 8 on the Susquehanna, and 9 on the Pennsylvania divisions. The branches have a working force of 4 to 7 men. This force is sufficient for the proper maintenance of the tracks.

The bridges are principally permanent structures of concrete or stone masonry and steel in one form or another. There are many open rail culverts which have the rails riveted base to base supported on castiron shoes at the bearings. There are a great many of these used as cattle-guards on the main line of the Champlain division and elsewhere as cattle-passes or for drainage. Some of them have dry masonry abutments which are in poor condition. The tracks have been raised from time to time, and the bridges have been raised on wooden blocks to conform to the track grade. In places 2 or 3 short blocks and shims are under each shoe, and they work loose as they are not properly fastened to the masonry. This is not good practice. Many of these openings can be filled in and pipe substituted. If it is necessary to maintain the present structures they should be provided with permanent bridge seats, or if timber blocking must be used the timber should extend in a continuous piece under the shoes on each track. Modern practice requires inside metal guard-rails full spiked and bolted on all open bridges over 15 feet in clear span. There are a great many open bridges that have no metal guard-rails, including several long through and deck girder and truss bridges. Where metal guards have been installed they are in many cases not full spiked or bolted. The main running rail on some of the bridges is not full spiked to the ties.

The minor defects in the bridges are as follows: Champlain division main line: the following rail stringer open span culverts or cattle-guards are supported on wooden blocks: the 3rd, 4th, 5th, 6th, 7th, 8th, and 9th cattle-guards south of Rouses Point, 2 at telegraph pole 187-14, 3 between bridge No. 70 and milepost 185, at telegraph pole 184-31, bridge No. 184, 2 cattle-guards south of bridge No. 184, at telegraph pole 184-5, telegraph pole 183-30, telegraph pole 183-15, cattle-guard between the highway crossing and milepost A-183, 2 at telegraph pole 181-10, telegraph pole 181-2, telegraph pole 179-15, telegraph pole 179-7, 2 at telegraph pole 178-11, and the cattle-guard north of milepost 176; the wooden blocks are in poor condition on the 4th and 6th cattle-guards south of Rouses Point, on the 2 south of milepost 185, at telegraph pole 184-31, 181-10, 181-02, 179-15, and 178-11; ties are poor on the 4th cattle-guard south of Rouses Point, on bridges Nos. 31 $\frac{1}{2}$ , 26, and 3; the ties are rail cut on bridge No. 57 $\frac{1}{2}$ ; the inner guards are not full spiked on bridges Nos. 58, 48, 42, 41, 35, 34, 26, and 2; there are no inner guard-rails on bridges Nos. 57, 50, and 6; the bridge seats are dirty on bridges Nos. 31 $\frac{1}{2}$  and 30; bridges Nos. 28 and 23 are to be replaced with new steel which is now at the bridge site; bridge No. 16 should be painted; bridge No. 5 should have a new deck

and the masonry pointed; bridge No. 3 should have the masonry pointed; Mooers branch: the cattle-guard south of milepost A-190 has poor masonry which needs attention; the cattle-guard south of Mooers Junction and the third one north of bridge No. 67 have rail stringers supported on temporary wooden blocks which are in poor condition; the first cattle-guard south of milepost A-184 is in poor condition; it should be either rebuilt or replaced with pipe and fill; the ties are poor on the first cattle-guard north of milepost A-181; Chateaugay branch: the inside guards are not full spiked on the Ausable river bridge near milepost P-13, on bridges Nos. 11, 18, 19, or 26; bridges Nos. 3, 5, 7, 13, 14, 15, 17, 21, and 22 have no inner guards; the spans vary from about 20 feet to 50 feet; bridge No. 4, the bridge seats are dirty; bridge No. 7 needs some new guard stringers and the steel needs painting; bridges Nos. 14 and 22 need some new guard stringers; bridge No. 17 has saprot on the deck which should be adzed off; bridge No. 19 needs several new ties; bridge No. 24 needs new wall plates; the culvert near milepost P-21 needs new outer guards, and the temporary wooden blocks supporting the rail stringers should be replaced; Ausable branch: bridges Nos. 52 and 54, the inside guards are not full spiked to the ties; the main rail is not full spiked to the ties on the culverts at milepost AF-11, west of milepost AF-11, and west of milepost AF-10; bridges Nos. 52 $\frac{1}{2}$  and 54 need some new ties; the rail stringer culvert west of milepost AF-9 is in poor condition and should be rebuilt or replaced with pipe and fill; Ticonderoga branch: the first culvert west of milepost A-103 has poor ties; the second culvert west of milepost A-103 has poor ties, and the temporary wood blocks under the rail stringers are in poor condition. Saratoga division main line: bridge No. 69, a deck plate girder about 24 feet, has no inner guards; bridge No. 68, a single span through truss, has no inner guards, the ties are poor on the southbound track, and the masonry and steel are dirty; this bridge spans the abandoned canal channel, and it is expected to abandon the bridge and fill the opening; bridges Nos. 66 and 67, two spans each of deck plate girders, are reinforced with pile bents and the inside metal guards are not full spiked: it is expected to renew the steel in these bridges this year; bridge No. 65 is a single span through truss over the abandoned canal channel: it is expected to remove this bridge and fill the opening: there are no inner guards, and the ties and wall plates are poor on the northbound track; bridge No. 64 is a single span deck plate girder: it is expected to replace this bridge with heavier steel; bridge No. 63 is a single span through truss, the north abutment was washed away, and the trusses are supported on timbers, a slow order is enforced, and day and night watchmen patrol the bridge: it is expected to remove this bridge and replace it with a fill: it spans the abandoned canal channel; the culvert south of milepost A-65, the first and second culverts south of bridge No. 62 and the culvert south of milepost A-22 need some new ties, and the wooden blocks under the rail stringers are in poor condition needing prompt attention; bridge No. 62 has the girders reinforced with timber bents, and the ties and wall timbers are poor on the southbound track; the culvert at milepost A-63 has a poor deck, and the north abutment washed out, the stringers are supported on timber blocks: it is expected to fill the opening and abandon the culvert; bridge No. 59, about 35-foot span has no inner guards, and the outer guard stringers are poor on the southbound track; bridge No. 41 is a through truss of about 100-foot span with a buckle plate floor: it has no inner guards; bridges Nos. 40, 39, 38, 37 $\frac{1}{2}$ , 35, and 27, the inner guards are not full spiked to the ties; the bridge seats are dirty on bridges Nos. 40, 35, 25, and on the culvert south of G Y tower; the 2 culverts north of bridge No. 35 have the rail stringers supported on small wooden blocks; bridge No. 34 is a 1 span deck plate girder and 1 span through pony truss: this bridge is on a sharp curve, and there are no inner guards; bridge No. 23 is a deck plate girder span of about 40 feet: it has no inner guards; bridge No. 21 has a cracked bridge seat in the north abutment under the east truss; the Barge Canal bridge south of West Waterford is a through truss about 140 feet in span: it has no inner guards; bridge No. 8 should have the steel painted; Mohawk river bridge is 6 spans of deck trusses: it has no inner guards, and the planks in the foot walks are loose; the canal bridge south of milepost A-8 needs some new guard stringers; bridge No. 4 is a single span deck plate girder: the plank foot walk is poor, a concrete sewer has been built under this bridge, and it is expected to fill the opening and abandon the bridge; Washington branch: bridges Nos. 118, 117, 114, 113 $\frac{1}{2}$ , 112, 106, 103, and 99 have inner guards which are not full spiked to the ties; bridge No. 115, a through plate girder about 50-foot span, bridges Nos. 107 and 105, 2 spans each of through plate girders about 150-foot opening, and bridges Nos. 102 and 101, through plate girders about 50-foot spans, have no inner guards; bridge No. 110 has very poor dry stone masonry which should be rebuilt; bridge No. 109, a two-span through truss, has no inner guards; the west abutment is cracked under the bearing, and the steel needs painting; bridge No. 108, a through pony truss about a 150-foot span, has no



inner guards, and the masonry is poor; bridge No. 107, the steel should be painted and the saprot adzed off of the deck timbers; bridge No. 105 has some poor guard stringers, and the steel needs painting; bridges Nos. 104 and 99 have saprot on the decks which should be adzed off; bridge No. 103 has some poor guard stringers; bridge No. 92, a through truss about 100 feet in span, has no inner guards; Rutland branch: bridge 73, the inner guards are not full spiked; bridges Nos. 72 and 70, through truss spans, have no inner guards; bridge No. 72 needs some new guard stringers; bridge No. 70, the east bearing of the north truss, is on a timber crib: it is expected that this bridge can be filled in as it spans the abandoned canal channel; Salem branch: bridges Nos. 1, 2, 3, and 4 have inside guard-rails which are not full spiked to the ties; the running rail on bridge No. 4 should be full spiked; and the saprot should be adzed off of the deck timbers on bridge No. 2; Lake George branch: the first and second bridges north of signal LG-55.1 have dirty bridge seats; the first bridge north of milepost LG-11 is a through truss about 80 feet in span: it has no inner guards and no anchor bolts; bridge No. 53, the ties and wall timbers are poor; bridge No. 54, the masonry in the south abutment is in very poor condition and needs prompt attention; bridge No. 55, the masonry is very poor: it is expected to rebuild this bridge; Adirondack branch: bridges Nos. 18 and 14 need some new guard stringers; bridges Nos. 17, 15, 14, 13, 9, 7, and 5, the inner guards are not full spiked to the ties; bridges Nos. 13, 12, and 7 have saprot on the decks which should be adzed off; bridge No. 10, a through truss has no inner guards; culverts south of milepost A-42, the north abutment is not plumb; Warrensburgh branch: bridges Nos. 16 and 17 are through truss spans: they have no inner guards; the pier in bridge No. 17 was undermined and has settled: piles have been driven and riprap placed around the foundation; the trusses are supported on temporary blocks, the settlement has pulled the trusses out of line, and the track is kinked at each abutment and over the pier: the trusses should be lined to take the angles out of the track and permanent shoes should be substituted for the temporary blocks; Troy branch: bridge No. 16 is a combination of through trusses and girders on a curve: there are no inner guards, the running rail is not full spiked, the deck timbers have saprot which should be adzed off, and there are some poor guard stringers; bridge No. 15 is a through truss with no inner guards: there is saprot on the deck, and the pier is cracked; bridge No. 14 is a through truss with no inner guards, and the deck timbers have some saprot and the pier is cracking; Green Island branch: bridge No. 12, a deck plate girder bridge, has no inner guards; bridge No. 13, 1 through truss, 1 through plate girder, and 1 deck plate girder spans, has no inner guards, and there is some saprot on the deck timbers; bridge No. 11, a 3-span through truss, has no inner guards, the steel needs painting, the bridge seats are dirty, and the ties are badly rail cut; bridge No. 10 has 4 through truss and 1 draw spans: there are no inner guards, the steel and masonry is dirty, and the west abutment and pier are being rebuilt with concrete; Ballston branch: at the first culvert south of signal S-132, the north abutment is failing, and the shims are in poor condition under the rail stringers: this culvert needs immediate attention; the first culvert south of milepost S-13, the rail stringers are on wooden blocks and shims: these blocks are in poor condition and should be replaced; bridge No. 28 has a poor deck, and the inner guards are not full spiked: it is expected to replace this opening with a concrete arch this year; the culverts south of milepost S-12, milepost S-9, and north and south of milepost S-7 have wooden blocks and shims under the rail stringers: these blocks are in poor condition and should be replaced promptly; bridge No. 29 is about 25 feet in span and has no inner guards; the masonry has failed, and the girders are supported on frame bents: it is expected to face the abutments with concrete; Mechanicville branch: bridge No. 5, the east abutment is failing and needs immediate attention; bridge No. 1½, forms have been erected for a concrete top, but the work has been delayed for some time: this should be completed; bridge No. 1, castiron pipe has been placed in this opening, but the filling has not been done: this should be finished promptly. Susquehanna division main line: bridges Nos. 2, 4, 19, 24, 25, 43, 44, 51, 52, 64, 65, and 81 have inner guards which are not full spiked and in many cases are not full bolted; bridges Nos. 8, 29, 30, 31, 33, 37, 39, 41, 42, 56, 62, 69, 76, 77, 78, 80, 85, 86, 87, 88, 89, 90, 94, 95, 100, 104, 107, and 108 have no inner guards: they are all girders or rail stringers spans from 20 feet to 100 feet in length between back walls; bridge No. 10, the stone masonry abutments have failed, and the steel is supported on timber bents; culvert south of bridge No. 20, the masonry is poor and shaking apart; ticklers in the bridge warning at the Delanson coaling station are missing; bridges Nos. 23, 33, 54, 94, and 97, the running rail is not full spiked to the ties; bridge No. 27, the masonry is poor in the north abutment under the northbound track, and the girders are supported on a frame bent; bridge No. 30, the abutments are being rebuilt of concrete; bridge No. 32, a deck truss of about 60 feet span has no inner guards; bridge No. 33, the masonry is

poor, and the bridge seats are cracked in the south abutment under both tracks; bridge No. 43, the rollers in the south shoes need adjustment; culvert south of milepost B66, the rail stringers are supported on wooden blocks: it is low on the north end in the southbound track; culvert south of signal 79.2 needs some new guard stringers; bridge No. 84 is a 3-span through truss with no inner guards; bridge No. 88 needs some new guard stringers; Schenectady branch: bridge No. 6½ has saprot on the deck timbers; the 2 culverts, one on each side of Alplaus have the rail stringers supported on wooden blocks which are in poor condition; bridges Nos. 32, 33, and 17½ have inner guards which are not full spiked to the ties; the masonry in bridge No. 17½ is poor, and the steel is supported on frame bents; bridge No. 11½ has 1 broken and 1 rotten tie; the bridge seats are dirty on the first bridge south of the West Shore overhead crossing on the southbound track; southbound engines dump their hoppers in the main track north of DJ tower Delanson: the hot cinders have been dumped or dragged over the two bridges south of DJ tower, burning the ties and partly filling the openings: this should be stopped at once; Cherry Valley branch: bridge No. 21½, the inner guards are not full spiked; bridge No. 22½ is a 3-span frame bent trestle with no inner guards; bridge No. 24½, the inner guards are not full spiked, the masonry in the west abutment is failing, and the truss is supported on timbers at the first panel point; bridge No. 25½, the inner guards are not full spiked, the masonry is failing, and the girders are supported on frame bents; culvert at milepost C-14, the masonry has failed, and the timber stringers are supported on wooden blocking; culvert west of milepost C-14, the masonry is in very poor condition, and the outer guards should be renewed; second culvert west of milepost C-14, the masonry has failed, and it is braced with timbers, and the east abutment is particularly bad and needs attention; bridge No. 26½ is a deck girder about 40 foot span with no inner guards: the masonry is poor and shows signs of failure; bridge No. 27½, the inner guards are not full spiked and the east end supported on a timber crib is settling; first culvert west of Sharon Springs has poor masonry, and the abutments are braced with timbers: it should be rebuilt promptly; culvert west of milepost C-3, the masonry is poor and shows signs of failure; the culvert west of milepost C-2 has poor masonry; Cooperstown branch: cattle-pass west of milepost A-90, the stone masonry in the east abutment is failing, and the stringers are supported on a frame bent; cattle-pass at milepost A-90, the stone masonry is poor: the east abutment is failing and needs attention; cattle-pass east of milepost A-90, the stone masonry is poor: the west abutment is failing and needs attention; the 8-span pile trestle at telegraph pole 1396 has no inner guards; open culvert at telegraph pole 1453, the stone masonry has failed, and abutments are braced with timbers: this needs prompt attention; open culvert at telegraph pole 1477, the masonry is failing and needs prompt attention; the deck girder bridge at telegraph pole 1536 is about 35 feet in length: it has no inner guards; the open culvert at telegraph pole 1592 is to be filled; the open culvert at telegraph pole 1611 has poor stone masonry abutments which are braced with timbers: it is expected to fill this opening, and this should be done promptly; the open culvert at telegraph pole 1621 is in poor condition; the open culvert at telegraph pole 1629 is in poor condition: it is expected to fill the opening and this should be done at once; the open culvert at telegraph pole 1660 is to be filled; the through truss bridge at telegraph pole 1692 is about 200 feet long and has no inner guards. Pennsylvania division: bridges Nos. 53, 45, and 50, and the bridges at Tuscarora, milepost A-125, telegraph pole 123-20 and telegraph pole 120-17 are 30 feet or over in length and have no inner guards; the bridge at milepost 121 is a 3-span through truss: it has no inner guards, and the running rail is not full spiked; the bridge at telegraph pole 123-20 does not have the running rail full spiked to the ties.

The station buildings are in number and kind as follows: frame, 140, brick 13, stone 1, stone and brick 5, brick and concrete 3, brick and frame 8, stone and frame 4, concrete and frame 6: total 180. They are generally in good condition and clean. The minor defects observed are as follows: the station at Beekmantown was burned and a passenger car is used temporarily; Oneonta, the flange plank in the platform is in poor condition and should be relaid; the platform at Seward on the Cherry Valley branch is in poor condition and should be repaired.

At Rouses Point, 1 track is crossed by 1 Rutland railroad track, protected by a ball signal: at Mooers Junction, 1 track is crossed by 3 Rutland railroad tracks, protected by a ball signal. At Mechanicville, 3 tracks are crossed by 1 Boston and Maine railroad track, protected by mechanical interlocking. At South Schenectady, 1 track is crossed by 2 New York Central and Hudson River railroad tracks, protected by mechanical interlocking. At Center street, Schenectady, 2 tracks are crossed by 2 New York Central and Hudson River railroad tracks, protected by mechanical interlocking. At Voorheesville, 1 track is crossed by 2 New York Central and Hudson River railroad (West Shore) tracks, protected by gates. At Albany, Livingston avenue, 2 tracks are crossed by 1 track of the New York Central and Hudson River



railroad, protected by a low pressure interlocking plant. At Sidney, 2 tracks are crossed by 1 track of the New York, Ontario and Western Railway, protected by mechanically interlocked signals: The Delaware and Hudson Company's trains do not stop at the crossing when the signals indicate proceed but the New York, Ontario and Western trains come to a full stop before occupying the crossing; the train movements are frequent enough to warrant the installation of full interlocking protection. At Binghamton, 1 track is crossed by 2 tracks of the Delaware, Lackawanna and Western railroad, protected by mechanical interlocking.

At Plattsburgh, 2 tracks are crossed by 1 track of the Plattsburgh Traction Company, protected by a flagman. At Glens Falls, 1 track is crossed by 1 track of the Hudson Valley railway, protected by a flagman. At Fort Edward, 2 tracks are crossed by 1 track of the Hudson Valley railway, protected by a flagman, gates, and derails in the Hudson Valley track. At Mechanicville, 3 tracks are crossed by 1 track of the Hudson Valley railway, protected by flagman and derails in the trolley track. At Waterford, Third street, 1 track is crossed by 1 track of the Hudson Valley railway, protected by gates and mechanical interlocking with derails in the trolley track. At Waterford, Broad street, 1 track is crossed by 2 tracks of the United Traction Company, protected by a flagman. At Cohoes, Van Shaicks Island, 2 tracks are crossed by 2 tracks of the United Traction Company, protected by mechanical interlocking with derails in the trolley track. At Cohoes, Ontario street, 2 tracks are crossed by 2 tracks of the United Traction Company, protected by gates. At Cohoes, Mohawk street, 2 tracks are crossed by 1 track of the United Traction Company, protected by gates. At Cohoes, Main street, 2 tracks are crossed by 1 track of the United Traction Company, protected by gates. At Green Island, Tibbetts avenue, 8 tracks are crossed by 1 track of the United Traction Company, protected by gates. At Green Island, George street, 2 tracks are crossed by 1 track of the United Traction Company, protected by gates. At Watervliet, 19th street, 2 tracks are crossed by 2 tracks of the United Traction Company, protected by gates and mechanical interlocking with derails in the electric tracks. At Albany, North Ferry street, 1 track is crossed by 1 track of the United Traction Company, protected by a flagman. At Albany, Broadway, 1 track is crossed by 2 tracks of the United Traction Company, protected by a flagman. At Cooperstown, 1 track is crossed by 1 track of the Otsego and Herkimer railroad, protected by derails in the trolley track.

Train movements are controlled by operating rules, timetables, and train orders, supplemented by automatic signals on a considerable part of the main line and more important branches. Automatic, single arm, lower quadrant electric signals are in service between Whitehall and South Junction, and on the Lake George branch. Double arm, 2-position lower quadrant signals are in use between Plattsburgh and South Junction, and between Whitehall and Fort Edward. From Fort Edward to Saratoga Springs the majority of the 2 arm 2-position lower quadrant signals have been replaced with single arm 3-position upper quadrant signals, and at this time both types of signals are in use between these points. Signals of the single arm, 3-position upper quadrant type are also in use between Saratoga Springs and Ballston, between mileposts A23 and A18, and between Watervliet and Albany. Disc or banjo type signals are still in use between Ballston and milepost A23, and between milepost A18 and Watervliet. On the Mechanicville and Ballston branches, Mechanicville to Schenectady, the signals are 2 arm, 2-position lower quadrant types. On the Susquehanna division, between Albany and Delanson, and between Harpersville and Port Crane 1 arm, 2-position lower quadrant automatic signals are in use. Between Delanson and Maryland, between milepost A96 and Harpersville, and on the northbound track and a part of the southbound track of the Schenectady branch 2 arm 2-position lower quadrant automatic signals are used. The balance of the main line on this division is equipped with 1 arm upper quadrant, 3-position automatic signals. The Pennsylvania division has single and double arm 2-position lower quadrant automatic signals. These signals were in good condition throughout, and no defects were noted. The normal indication of all automatic signals is stop. The home and distant signals at the interlocking plants protecting the railroad grade crossings, junction points, and yards are usually 2-position lower quadrant types. The train order signals are 2-position upper and lower quadrant types. The north- and southbound arms are on one pole. These were usually in good condition, except that the arms droop on the signals at Whitehall on the Rutland branch and Otsego and Wells Bridge on the Susquehanna division.

The passenger traffic is heavy on the main line north of Albany, particularly during the summer season. It is also comparatively heavy on the Susquehanna division between Albany and Binghamton. It is light on the Pennsylvania division. The coal and through freight traffic is heavy on the main line, particularly on the Pennsylvania and Susquehanna divisions including the Schenectady and Mechanicville branches. Milk, lumber,

farm and manufactured products are the principal items of traffic originating on the lines of this railroad within this State. The terminal, road, and passenger facilities seem to be ample for the present traffic.

Since the previous inspection the following improvements have been made: the length of sidings has been increased 5.05 miles: this includes 0.17 mile on the Champlain, 4.77 miles on the Saratoga, and 0.11 mile on the Susquehanna divisions; 20.68 miles of new 90-lb. open hearth rail has been laid on the main line of the Champlain, Saratoga, and Susquehanna divisions, replacing 13.73 miles of 80-lb. and 6.95 miles of 90-lb. rail; 155,160 yellow pine cross-ties, 557,200 feet board measure of switch ties, and 141,000 feet board measure of bridge ties have been used in renewals; the re-ballasting was confined to patching short stretches of track; bridge renewals were made with 2 through truss and 1 deck girder spans in bridge No. 16 on the Troy branch, and a center truss in bridge No. 37 on the Champlain division; 9 box culverts were replaced with castiron pipe on the Champlain division; the sidings were extended from West Chazy to Canada Junction; the Ticonderoga station and yard improvements have been completed; the Riverside station improvements are finished; the signals at the ends of passing tracks and ends of double track on the Champlain division have been changed from home signals to home and distant signals; a new platform and ramp have been built at the Green Island freight house; the yard improvements at Mechanicville are completed; the overhead highway bridge at Menands is being rebuilt giving increased track room; banjo signals have been erected for the protection of the highway crossings south of Ballston, and at Fort Edward; 8 banjo or disc signals have been replaced with 3-position upper quadrant signals near Mechanicville; crossing-bells have been installed at Wells Bridge and Unadilla; new water facilities at Oneonta including a new 100,000 gallon tank and stand pipe; new water facilities and concrete platform at Cobleskill; the reconstruction of the arch culvert at Port Crane. The improvements contemplated include the following: the completion of the work under way in connection with the Albany Water Front improvements; the replacement of plate girders, and strengthening the truss bridges on all divisions to make them safe for the increasing weight of equipment: this work has been started, and the steel is on hand at many of the bridges; battery wells have been distributed between Plattsburgh and Rouses Point, and it is expected to install automatic signals; the replacement of the disc signals with semaphore type signals having a home and distant indication.

It is recommended (1) that the defective rails be removed from the main tracks at once; (2) that the broken frogs be replaced promptly; (3) that all open bridges or trestles having a span of 15 feet or more between back walls be equipped with inside guard-rails full bolted and full spiked to the ties; (4) that the defects in the bridges enumerated in the body of the report be repaired; (5) that the bridges raised on small wooden blocks and shims have permanent bearings provided; (6) that particular attention be given the surface and line of the main tracks, particularly on the Pennsylvania and Susquehanna divisions; (7) that serious consideration be given the question of a more suitable ballast on the heavy traffic divisions.

Respectfully,

W. G. HIMES,  
Inspector Division of Transportation.

#### DELAWARE AND NORTHERN RAILROAD.

Inspected May 26, 1914. Last previous inspection May 15, 1913.

To the Public Service Commission, Second District:

I have inspected the Delaware and Northern railroad and submit the following report:

This is a single track, standard gauge railroad extending from a connection with the Ulster and Delaware railroad at Arkville to a connection with the New York, Ontario and Western railway at East Branch, a distance of 37.52 miles. The Andes branch is 8.37 miles in length extending from a connection with the main line at Andes Junction to Andes. The approximate length of all sidings and yard tracks is 5 miles.

The railroad throughout its entire length descends the valley of the East branch of the Delaware river, and the grades and curvature are moderate. The maximum grade is 0.9 per cent on the main line and 1.45 per cent on the Andes branch. The maximum curve is 10 degrees on the main line and 12 degrees on the branch. In many places it follows close to the river bank, and the grading while not excessive is difficult to maintain in a proper cross-section to support the track and provide the proper drainage. Considerable expense is incurred annually in cleaning the ditches which are filled by the cuts sliding after the spring rains. This condition is so bad at times that the track is completely covered by mud. The ditches however were well cleaned at the time of inspection. The embankments were



generally of a sufficient cross-section properly to support the tracks. The only exceptions were at some places on the high fills along the river bank. The material taken from the ditches and cuts is being used to widen the shoulder in these places. The alignment and surface are from fair to good. The rail in several places, and especially on the Andes branch, is surface bent, making it impossible to maintain a good surface on the track. The class of service performed is not materially affected by this condition. There are no unusual features in the location or operation of this railroad.

The track is laid with 43.89 miles of 65-lb. and 2 miles of 70-lb. open hearth rail joined with 4- and 6-bolt angle-bar splices. The rails and fastenings were in fair to good condition. The ties are oak, chestnut, and creosoted pine. The renewals amounted to 22,406 ties, or 23 per cent, on the main line, and 7686, or 35 per cent, on the Andes branch. Ties were distributed for renewals at the points most needing them, and when installed the tracks will be in good condition. There are about 11,000 creosoted pine ties in the tracks which have no tie-plates to protect them from rail cutting. Many of these ties are now badly cut by the rail and will be unfit for use in a short time if tie-plates are not put on at once. A treated tie will not have any longer life in track than an ordinary tie if it is not protected from rail cutting. Rigid and spring frogs, and automatic switch stands equipped with targets and lamps are in use. The ballast is gravel and cinders of fair to good quality and generally sufficient in amount. Cinder ballast is being applied, and the track raised where needed as fast as the cinders are available. The right of way is cleared and the fences were generally in good condition. The fence in several places on the Andes branch was down and should be repaired. The road crossings were well maintained with the following exceptions: the crossing-sign at the highway crossing east of Margaretville station should be re-located to be in clear view of both approaches to the crossing; the crossing-sign at Downsville road crossing should be painted. The average length of the track sections on the main line is 6.25 miles, and on the Andes branch 8.37 miles. The working force per section is 6 men on the main line and 8 men on the branch. This is sufficient for proper maintenance.

The bridge structures in number and kind are as follows: main line: 7 steel through truss spans, 5 steel through plate girder spans, 19 I-beam spans, 6 timber trestles, 53 concrete culverts, 81 pipe culverts; Andes branch: 2 steel through plate girder spans, 1 steel pony truss span, 1 I-beam span, 4 timber stringer spans, 3 timber trestles, 3 concrete culverts, 3 pipe culverts. While most of the steel bridges are old, they are in fair condition and fit for the class of service and wheel loads to which they are subjected. There are 9 timber trestles and 4 timber stringer spans aggregating 2485 feet in length which are a constant source of trouble and expense. I-beams can be used to replace the timber stringers in the 4 timber stringer spans at a slight increase in the initial cost, and will effect a considerable ultimate saving. An effort to eliminate the timber trestles should be made by substituting more permanent structures or where possible by filling. The trestle on the north approach to bridge No. 37 up to the new state highway could be filled with the materials from the cuts that are a constant source of trouble, thus eliminating two expensive items of constant maintenance expense. This particular trestle is in need of considerable repairs at this time. If a programme for replacing or filling these trestles were prepared covering a period of several years the expense would not be heavy in any one year, and the maintenance cost would be gradually reduced to a minimum. The minor defects in the bridges which were noted are as follows: main line: bridges Nos. 3 and 3½ have dirty bridge seats; bridges Nos. 4½ and 7½ need some new ties, and the bridge seats are dirty; bridge No. 7¾ needs some new ties; bridge No. 11 needs about 168 new ties and some new guard-rail; bridge No. 13 needs some new ties and guard-rail; bridge No. 13½ needs some new ties; bridge No. 16 needs some new ties and stringers, and the piles are bad: it is expected to cut off the piles and erect frame bents thereon; bridge No. 17 needs some new ties and guard stringers; bridge No. 22 needs some new ties; bridge No. 27 needs some new ties and guard stringers; bridge No. 28 needs some new ties; bridge No. 37, the pile trestle approaches need extensive repairs including new ties, stringers, caps, etc.: the 2 through truss spans over the river should have the dirt and cinders cleaned off of the iron work. Andes branch: bridge No. 1 should have outer guards; bridge No. 3 requires about 125 new ties, 5 new stringers, 1 cap, and 1 sill; bridge No. 3½ needs about 75 new ties, 4 sills, 7 caps, and 10 stringers; bridge No. 3¾ needs 26 new ties and should have outer guards; bridges Nos. 4 and 4½ need some new ties and outer guards; bridge No. 6¾ needed general repairs: the work was being completed at the time of the inspection; bridges Nos. 7 and 8 need some new ties. The materials for making these repairs have been ordered, and it is expected to have the repairs made during the year. On the timber bridges

a wooden block is used as a separator between the stringers. The substitution of cast spool washers would prolong the life of the stringers.

There are 13 frame station buildings in generally good condition. There is a bad plank in the station platform at Andes, and the toilets need repairs. The wooden platform at Shaver-town station needs some attention.

There are no grade crossings with other steam or electric railroads.

The passenger service performed consists of 4 trains daily in each direction on the main line and 1 train in each direction on the Andes branch. The principal items of traffic are coal, lumber, dairy and farm produce. Train movements are controlled by operating rules, timetable, and train orders. There are no automatic or other signals and no interlocking plants, and none are necessary with the present light traffic. The terminal road and passenger facilities appear adequate for the present business.

Since the previous inspection there has been no change in the mileage of main tracks or sidings. The tie renewals on the whole line amounted to 30,092, or about 25 per cent of the total ties. About 8 miles of the main track and 3 miles of the Andes branch have been re-ballasted with cinders. During this season it is expected to make the necessary bridge repairs, renew about 10,000 cross-ties, and re-ballast the tracks with cinders where most needed. Considerable progress has been made in bettering the condition of the tracks and bridges on this railroad, and with the contemplated tie renewals, re-ballasting and re-surfacing of parts of the track, and the bridge repairs completed it will be in good condition for the class of service performed.

It is recommended (1) that the defects in track and structures mentioned in the body of the report be given prompt attention; (2) that tie-plates be installed on the creosoted ties: in this connection it is suggested that the tie-plates could be punched for the 65-lb. and 70-lb. rail so that the plate can be used on the heavier rail if it is decided to relay a part of the light rail.

Respectfully,

W. G. HIMES,  
Inspector Division of Transportation.

#### DELAWARE, LACKAWANNA AND WESTERN RAILROAD.

Inspected August 10 to 13, 1914. Last previous inspection October 22 to 25; November 10, 11, 1913.

To the Public Service Commission, Second District:

I have inspected the Delaware, Lackawanna and Western railroad in the State of New York and submit the following report:

The lines of this railroad lying within the State of New York include a part of the Scranton division and all of the Buffalo, Syracuse, and Utica divisions. The mileage of the several lines is as follows: Scranton division: main line; state line near Conklin to Elmira, 68.27 miles; deducting 6.38 miles in State of Pennsylvania near Waverly gives distance in State of New York of 61.89 miles; Ithaca branch; Owego to Ithaca 34.41 miles. Buffalo division: main line; Elmira to Buffalo 146.45 miles; East Buffalo to Black Rock (a freight line), about 10 miles. Syracuse division: main line; Binghamton to Oswego 115.93 miles; Cincinnati branch: Cortland Junction to Cincinnati 18.31 miles. Utica division: main line: Chenango Forks to Utica 83.81 miles; Richfield Junction to Richfield Springs 21.70 miles. The main line of the Scranton and Buffalo divisions forms a continuous line with similar operating conditions throughout, and it will be treated as such in this report. The Syracuse and Utica divisions are separate lines with similar operating conditions and are operated under one superintendent. The main line and the Black Rock branch have double track throughout, and there is double track on the Syracuse division from Binghamton to Chenango Forks and from Cortland Junction to Apulia, a total of 31.96 miles. All of the other lines are single track.

The eastern part of the main line lies in the valleys of the Susquehanna, Chemung, and Cohocton rivers. A divide is crossed near Wayland and the line descends into the Genesee valley crossing the Genesee river near Mt. Morris. From the latter point westward to Lake Erie the country varies from rolling to level. The grades are moderate, excepting one heavy grade about 12 miles long on the eastern slope of the Genesee valley. The curvature is moderate throughout. The Syracuse and Utica divisions lie in the valleys of lesser streams, and both cross the divide between the southern and northern watersheds. The curvature is moderate, but there are fairly heavy grades on both lines. The smaller branch lines have no especially notable features, excepting at the north end of the Ithaca branch, where two switchbacks are used in descending from high ground to the level of Cayuga lake. The cuts and fills quite generally are stable, and with a few minor



exceptions they have a full cross-section. A large amount of tile drainage has been installed especially on the more important lines, and this work is being extended each season. The surface and alignment of the track generally are good, and in many places where ballasting and surfacing have been done recently the track surface is excellent. Improved track conditions were especially notable at various places on the main line, on nearly the whole of the Utica division, on much of the Syracuse division, and on the whole of the Cincinnati branch.

The rail on the main line consists largely of 101-lb. and 91-lb. open hearth steel, with small amounts of 90-lb. and 80-lb. Bessemer steel. The Syracuse and Utica divisions are laid largely with 90-lb., 80-lb., and 75-lb. rail, and the smaller branches are laid with 80-lb., 75-lb., and 60-lb. rail. A few defective rails were found, but the rail quite generally is in good condition. The track ties consist of yellow pine, oak, chestnut, and treated timber. The general condition of the ties is good, and the renewals were fairly well advanced at the time of the inspection. Where this work was completed the rate of renewal appeared to be ample for proper maintenance. The track appliances comprise split switches, both rigid and spring frogs, derails, tie-plates, screw spikes, and rail anchors. Switches in the single track lines are equipped with a rotating clamp under one rail which holds the stock rail and switch point together when the switch is set for the main track. As used on this road the switch stand and the clamp are locked with separate switch locks. It would facilitate the throwing of a switch to have the device so arranged that one lock would hold both handles. An advanced feature of track work on this railroad consists of the extensive use of heavy tie-plates and the fastening of the rails to the ties with screw spikes instead of the common driven spikes. These screw spikes evidently have great holding power, and they will allow very little possibility of spreading rails. A track equipped with shoulder tie-plates and screw spikes also is very rigid, this being clearly indicated by the fact that such a track can not be aligned by an ordinary section gang of 8 or 10 men. The cost of applying the screw spikes is greater than that of the driven spikes, and the most economical use of them will be with ties having a long life. Treated ties afford the best conditions in this respect, and they are being very largely used. It is necessary to bore the ties to receive the screw spikes, and it is intended as far as possible to dress the ties for the tie-plates and bore them for the screw spikes before treatment. This will insure the least destruction of the wood fibres and also will secure better penetration of the preservative. The ballast on the main line consists of about 158 miles of crushed stone and 50 miles of gravel. Extensive re-ballasting with both of these materials is in progress, the gravel being obtained from a pit near Lounsberry where it is washed and screened. The other lines are ballasted with gravel and cinders. All of the lines are well ballasted, the ballast having a good depth and the cross-section with few exceptions being well filled out. The right of way is clean and open and properly fenced. Concrete fence posts are being made at the Lounsberry gravel pit and are being used in fence renewals. The road crossings generally are in good condition and are equipped with the standard signs of this railroad. A number of crossings on the main line which require rebuilding are being paved with vitrified blocks. At several grade crossings, additional protection has been provided by the installation of the Brach Automatic Flagman, a signal in which an approaching train rings a bell and flashes a red light in imitation of a swinging lantern. The mileposts on this railroad do not correspond with most of the other features, repairs and painting being needed at many places. The track sections on double track lines have an average length of about  $3\frac{1}{2}$  miles with a force of 7 men per section. Single track lines have sections with an average length of 6 miles and a force of 7 men per section, excepting the Cincinnati branch where the sections are 9 miles long and the force for each section is 6 men.

Defects of various kinds were found in the track at the following locations: main line: a broken frog in a crossover at Apalachin; ballasting was in progress at the time of the inspection between Waverly and Lowman, and owing to a temporary stoppage of the ballast supply the old ballast had been removed from the track a distance of more than three miles in advance of the new ballast: there was a speed limit of 15 miles per hour on this section of track, and in order to prevent serious delays to trains it was arranged to reduce the amount of open track: at the east end of bridge No. 253.33 the old ballast had been removed below the bottoms of the ties and several of these were blocked on round boulders, some of which were loose: this condition was not safe for heavy trains even at slow speed; a swing in the westbound track between curves west of milepost 258: poor ballast and churning ties in the vicinity of bridges Nos. 272.82, 272.88, 273.75: new ballast also is to be applied in this territory; a broken angle-bar on bridge No. 272.82; loose rail anchors west of bridge No. 272.88; poor planking in a road crossing at Corning freight station; a loose rail joint with a slight lip on the rails in the westbound track west of bridge No. 288.75; a broken

frog at Bath; several loose rail anchors west of bridge No. 306.91; eastbound track rough for high speed west of Darien; loose rail joints at bridge No. 408.52. Ithaca branch: automatic signals were being installed at the time of the inspection, and several large holes which had been opened near the track for battery wells were left open over night without sufficient protection; 3 apparently piped rails, one on the west side of the track north of milepost 254, another south of the upper switchback, and the third near the chain factory switch; weeds in the track on the north end of this branch; a split end rail north of bridge No. 261.10. Black Rock branch; 2 draw-bars were lying along the west leg of the wye at East Buffalo; the bolt lock at the west wye switch could not be operated, although it was supposed to be in working order; a broken frog in a crossover east of Walden avenue and another in a crossover west of Kensington street. Syracuse division: insufficient ballast at the ends of the Chenango river bridge and on a curve north of bridge No. 214.60. Ballast repairs were in progress north of these points; a leaning crossing-sign south of Whitney Point; an apparently defective rail near the town line post north of Killawog; a few poor ties and ties not spiked north of milepost 242; a badly piped rail just north of the Lehigh Valley railroad crossing at Cortland: this rail should have been discovered and removed at an earlier date; poor planking in a crossing north of bridge No. 263.01; milepost 270 was broken; a narrow fill near milepost 270; rough track on a curve at milepost 312. Cincinnati branch: a broken frog near McGraw; poor planking in a crossing near Gee brook. Utica division: poor ties at the south end of bridge No. 217.64 and south of bridge No. 218.70; 2 apparently defective rails, one on the west side of the track north of bridge No. 232.78 and the other on the west side of the track about 6 telegraph poles north of bridge No. 234.01; 2 piped rails a short distance north of Haynes, and another piped rail on the west side of the track south of bridge No. 244.98; an apparently defective rail on the east side of the track about  $\frac{1}{2}$  mile north of Clayville; narrow fills at the ends of bridge No. 296.93. Richfield Springs branch: several broken angle-bars including one pair of bars at Richfield Springs.

This railroad has comparatively few timber bridges and culverts, the larger part of the timber structures being on the Cincinnati branch. The steel bridges generally are in good physical condition. Some of the bridges on the branch lines are of lighter construction than present standards and these are being replaced from time to time by heavier structures. At a number of bridges the concrete in the abutments and piers is badly cracked and scaled. This condition is on concrete which was put in some years ago. Concrete which has been put in more recently is in good condition, and repairs are made on the older work as necessity requires. A large number of bridge decks have been renewed in the past year or two, treated timber being used almost exclusively. Heavy tie-plates are used on nearly all bridges and are applied on all new bridge decks. An ordinary renewal of ties is required on other bridges, and this work is properly covered by the bridge programme, in many places the material already being on the ground. The timber blocks under many of the girders, which were mentioned in previous reports, are being replaced by suitable pedestals as rapidly as practicable.

The structural defects and other features requiring mention are as follows: main line: No. 205.66, the east abutment is unsound: it appears to be safe at present, but future repairs will be required; No. 217.28, the east abutment is in poor condition: it is to be rebuilt; Nos. 231.55 and 231.92, the inside guard-rails are not securely spiked on the approaches; bridge near milepost 275, the masonry needs pointing; No. 293.74, the drift underneath should be cleared. Ithaca branch: No. 227.40, the masonry needs pointing: a few of the seat stones are cracked, but this condition does not appear to be serious at present; No. 229.70, the deflection of the girders has split pieces off of the concrete piers, and repairs are being considered: drift should be cleared from under the bridge. Syracuse division: No. 231.54, brush should be cleared away from the bridge; No. 311.01 has a poor back wall. Cincinnati branch: a pile trestle east of East Freetown has bad shims under the stringers; a pile trestle west of No. 264.60 has some poor stringers: it is to be rebuilt. Utica division: No. 294.95 should have brush cleared away from the bridge. Richfield Springs branch: No. 308.59, the inside guard-rails are not securely spiked on the approaches.

The passenger stations quite generally are in good condition and well kept. Many of the stations have excellent concrete platforms, and attractive lawns are maintained at most of the important ones. At Buffalo, a new station is to be built in connection with extensive terminal improvements. At Utica, joint use is made of the New York, Ontario and Western Railway station, which is old and poorly suited to the needs of a city of this class. Several new brick and concrete stations have been built recently, and others are now under construction. These buildings are good examples of modern station design, and provide excellent facilities for the passenger traffic. New freight houses or improved facilities also have been provided at a number of the more important stations. The section tool houses are built



according to a standard design, and both the buildings and their surroundings present a very neat appearance. Minor repairs or improved conditions are needed at the following places: At Savona, the track has been raised above the platform; it was stated that the platform will be rebuilt at the proper elevation; Avoca, there was a public drinking cup in the waiting room; Atlanta, repairs are needed on the back platform; Chenango Forks, there was litter on the platform; Preble, the waiting room apparently had not been swept at 11:30 a. m.; Fulton, the platform was littered and dirty; the unloading of commercial coal on the tracks in front of the station makes a very dirty yard.

Main line grade crossings: At Elmira, 4 tracks are crossed by 1 track of the Lehigh Valley railroad, protected by mechanical interlocking. At Coopers, 2 tracks are crossed by 1 track of the Erie railroad, protected by mechanical interlocking. At Mount Morris, 2 tracks are crossed by 1 track of the Erie railroad and 1 track of the Pennsylvania railroad at different points, the two crossings being protected by separate interlocking plants. At Buffalo, 2 tracks are crossed by 3 tracks of the Pennsylvania railroad, protected by mechanical interlocking. At Buffalo, 2 tracks are crossed by 5 tracks of the Buffalo Creek railroad, 2 tracks of the Pennsylvania railroad, and 2 tracks of the New York, Chicago and St. Louis railroad; these three crossings are in close proximity and are protected by semaphore signals; this crossing will be eliminated by raising the Delaware, Lackawanna and Western tracks, the work now being in progress. At Elmira, 2 tracks are crossed by 1 track of the Elmira Water, Light and Railroad Company, protected by gates with day and night gate-men. At East Buffalo, 2 tracks are crossed by 1 track of the International railway, protected by derails and gates. At Buffalo, Clinton street, 2 tracks are crossed by 2 tracks of the International railway, protected by derails and gates.

Black Rock branch: At Black Rock, 2 tracks are crossed by 1 industry track of the Erie railroad, protected by trainmen when used by Erie trains. At Buffalo, 2 tracks are crossed by the international railway at four points: on Walden avenue, 2 tracks, protected by a flagman and derails; on Genesee street, 2 tracks, protected by gates and derails; on Bailey avenue, 2 tracks, protected by flagman and derails; and on Kensington avenue, 2 tracks, protected by a flagman and derails.

Ithaca branch: At Owego, 1 track is crossed by 5 tracks of the Erie railroad, protected by mechanical interlocking; and 1 track is crossed by 1 track of the Lehigh Valley railroad, protected by a one-arm semaphore signal. At Caroline Junction, 1 track is crossed by 1 track of the Lehigh Valley railroad, protected by a banner signal. At Ithaca, 1 track is crossed by 1 track of the Lehigh Valley railroad, protected by interlocked semaphore signals. At Ithaca, 1 track is crossed by 2 tracks of the Ithaca Street railway, without protection.

Syracuse Division: At Binghamton, 1 track is crossed by 4 tracks of the Erie railroad, and 1 wye track is crossed by 2 tracks of the Erie railroad, both crossings being protected by electric interlocking. At Binghamton, 2 tracks are crossed by 1 track of The Delaware and Hudson Company, protected by mechanical interlocking. At Cortland, 1 track is crossed by 1 track of the Lehigh Valley railroad, protected by mechanical interlocking. At Syracuse, 1 track is crossed by 1 track of the New York Central and Hudson River railroad, protected by mechanical interlocking. At Cortland, Elm street, 4 tracks are crossed by 1 track of the Cortland County Traction Company, protected by derails and a flagman. At Syracuse, the New York State Railways has five crossings: on Grape street, 1 track is crossed by 2 tracks, protected by derails and gates; on Onondaga street, 2 tracks are crossed by 2 tracks, protected by derails and a flagman; on West street, 2 tracks are crossed by 2 tracks, protected by derails and a flagman; on Walton street, 2 tracks are crossed by 2 tracks, protected by derails and a flagman.

Utica division: At New Hartford, 1 track is crossed by 2 tracks of the West Shore railroad, protected by mechanical interlocking. At Utica, 1 track is crossed by 1 track of the New York, Ontario and Western railway, protected by a tilting board signal. At New Hartford, 1 track is crossed by 2 tracks of the New York State Railways, protected by derails in the electric line. At Utica, 1 track is crossed by 1 track of the New York State Railways on Columbia street, protected by derails and gates; and 1 track is crossed by 1 track of the same electric line on Whitesboro street, protected by derails and a flagman.

The main line of this road carries a heavy traffic of both passengers and freight. At Buffalo, connection is made with western lines, and the company also has a coal dock on the lake front where coal is transferred to lake vessels. The main lines of the Syracuse and Utica divisions handle a moderate business, and the traffic on the other branches is light. The main line (Saratoga and Buffalo divisions), the Syracuse division from Binghamton to Chenango Forks and from Cortland to Apulia, and the Black Rock branch are operated with an automatic electric wireless block system, the signals consisting of 2-position home and distant motor-driven semaphores, working in the lower quadrant and standing normally clear. The main line of the Utica division

and the Syracuse division from Chenango Forks to Cortland and from Apulia to Fair Grounds are operated with an automatic electric block system, the signals consisting of single arm, 2-position lower quadrant motor-driven semaphores, standing normally clear and arranged with staggered over-lap. The Ithaca branch is now being equipped with automatic, 2-position, upper quadrant signals. On the other lines train movements are controlled by manual train order signals. Besides the interlocking plants at railroad crossings enumerated above, there are other interlocking plants as follows: At Binghamton new yard controlling switches at the west end of the yard; at Groveland controlling yard switches which are used frequently by pusher engines at that place; at East Buffalo, controlling the junction switches of the Black Rock branch; and at Utica controlling movements at the canal drawbridge. The facilities for handling both passenger and freight traffic generally are good. Additional facilities for freight business have been provided in recent years at various places, which give greatly increased capacity. The new Buffalo terminal and the new stations now building at several points on the line also will provide improved facilities for the passenger traffic.

During the past year the following improvements have been made: increase in amount of sidetracks, 2.65 miles; new rail laid: 34.10 miles of 101-lb. open hearth rail and 12.70 miles of 91-lb. open hearth rail; 20.75 miles of double track on the main line have been ballasted with crushed stone, and a considerable amount of repair ballasting has been done on the other lines with gravel and cinders; 7 bridges and 23 culverts have been rebuilt; 2 new stations have been built, 1 frame and 1 brick; grade crossings were eliminated at Robinson street, Binghamton, at Pleasant street, Utica, and at Delaware avenue, Buffalo; new engine houses were built at Ithaca and Groveland; a steel stand-pipe was erected at Norwich; a 25-ton electric crane was installed at Utica; new tool houses were built at Bath and Portway, and a new dwelling house was built at Alexander; various improved facilities were installed at the East Buffalo yard and shops; extensive painting was done on bridges and buildings on all of the lines; progress was made on the Buffalo terminal improvements, which include a new passenger station, the elimination of both highway and railroad grade crossings, and the construction of an interchange yard for joint use with the New York, Chicago and St. Louis railroad. The following notable improvements are either now under way or contemplated for the near future: a continuation of the work on the Buffalo terminal improvements; the construction of a rolling lift drawbridge at Buffalo creek; the elimination of 5 street crossings at grade in and near Buffalo; the completion of passenger stations which are now under construction at Greene, Oxford, and Haynes; the completion of second main track which is now under construction on the Syracuse division between Jamesville and Syracuse.

The type of maintenance which is aimed at on this railroad is high, and the actual conditions are reasonably close to the standards which are set up. Most of the defects which are listed above are of a minor character. The broken frogs which are mentioned do not make a dangerous condition in themselves, but it is not desirable to retain defective material in main track service. The rails which appeared from the inspection train to be defective should be examined to determine their fitness for further service.

The recommendations of the preceding report have been carried out. It is recommended that defective rails and frogs be removed from the track; that other defects of the track and roadway named in this report be remedied; that the defects of bridge and building structures named in this report be remedied, and that the proposed work on the company's structural programme be done.

Respectfully,  
J. B. STODER,  
Steam Railroad Inspector.

#### DUNKIRK, ALLEGHENY VALLEY AND PITTSBURGH RAILROAD.

Inspected June 8, 1914. Last previous inspection July 7, 1913.  
*To the Public Service Commission, Second District:*

I have inspected that part of the Dunkirk, Allegheny Valley and Pittsburgh railroad lying within the State of New York, and submit the following report:

This railroad has a single track line of standard gauge extending from its connection with the Lake Shore and Michigan Southern railway at Dunkirk to the state line near Fentonville, a distance of 42.26 miles. There are connections with the Erie railroad at Dunkirk and at Falconer.

This line ascends the slope lying south of Lake Erie, involving heavy grades and sharp curves. South of the summit near Lily Dale a rolling plateau is crossed, and the grades and curvature are moderate. The cuts and fills have a fairly good cross-section, and the drainage generally is good. The surface



and alignment of the track are fair to good. One place where the track surface should be improved was observed north of milepost 27.

A little more than one-half of the line is laid with 60-lb. rail and the remainder with various amounts of 65-lb., 70-lb., and 80-lb. rail. The rail is in fair condition and suitable for the traffic which is borne. The track ties consist of oak and chestnut timbers, and the general condition is good. The renewals, amounting last year to 11.7 per cent, appear to be sufficient for proper maintenance. The track appliances, consisting of split switches, rigid and spring frogs, and rigid and automatic switch stands, all appeared to be in good repair. The track is well ballasted with cinders and slag. The right of way is clean and well kept, and fences are maintained where they are required. The road crossings are in good condition and are equipped with signs. The track sections have an average length of about  $5\frac{3}{4}$  miles, and the average force per section is  $5\frac{1}{2}$  men. The amount of labor employed appears to be sufficient for maintaining the track.

There are 4 steel truss bridges and several plate girder and I-beam spans. These structures generally are in good condition, but 2 of the trusses appear rather light for modern railway loads. In one of these trusses, No. 36.96, the lower chord is buckled slightly, but it does not appear to affect the soundness of the structure. The speed of freight trains on these two bridges is limited to 10 miles per hour.

There is a considerable number of timber culverts and cattle-passes among which the following defects were found: No. 6.32, a small culvert, has a poor guard timber; Nos. 16.28 and 17.22 have some poor piles; No. 17.00, the abutments are cracked and are assisted by timber bents; No. 30.50 has some poor caps; No. 36.93 has a few poor piles and some poor guard timber; Nos. 38.43, 40.09, and 40.39 have some poor piles; No. 38.20 carries the railroad over the Warren and Jamestown electric railway, and the south abutment has settled as mentioned in previous reports; on the day of the inspection the bridge forces of the electric railway were putting in framed steel braces between the abutments to prevent further movement, but it seems doubtful if this expedient will afford more than temporary relief. An examination of the bridge structures was made recently by the company's inspector, and it was stated that necessary repairs will be made.

The station buildings are of frame construction, and although most of them are small they are in good condition and appear to afford suitable facilities for the traffic.

At Dunkirk, 1 track is crossed by 1 sidetrack of the Erie railroad without protection; 1 track is crossed by 1 track each of the New York, Chicago and St. Louis and the Pennsylvania railroads, these two lines being parallel and close together: the crossing is protected by a tilting board signal; nothing has been done toward separating the grades or providing interlocking at this place as suggested in previous reports. At Falconer Junction, 1 track is crossed by 2 tracks of the Erie railroad, protected by mechanical interlocking. At Fredonia, 1 track is crossed by 1 track of the Buffalo and Lake Erie Traction Company, protected by a flagman between the hours of 6 a. m. and 6 p. m.; there also is a trolley guard overhead, and there are derails in the electric railroad, but it was stated that the latter device is not operated during the winter season.

There is only a light traffic on this line, and the facilities appear to be adequate for handling it. Train movements are controlled by timetable schedules, telephonic train orders, and the standard operating rules.

The following improvements have been made during the past year: increase in sidetracks 0.49 mile; new 80-lb. rail laid replacing 65-lb. rail 1.57 miles; relayer 65-lb. rail laid replacing 60-lb. rail 0.05 mile; tie renewals 12,769 ties, or about 11.7 per cent; ballasting 6.07 miles with cinders; 1 timber culvert replaced by an iron pipe.

The recommendations of the preceding report generally were carried out, and the property as a whole is in reasonably good condition for handling its traffic. It is recommended that the necessary repairs be made to the bridge structures.

Respectfully,  
J. B. STOUTER,  
Steam Railroad Inspector.

#### ERIE RAILROAD.

Inspected August 31 to September 8, 1914. Last previous inspection October 27 to November 19, 1913.

To the Public Service Commission, Second District:

I have inspected the Erie railroad in the State of New York and submit the following report:

The Erie railroad system comprises a trunk line from Jersey City, N. J., to Chicago, Ill., with numerous branch lines to

various cities and towns not on the main line. The location and length of the lines which lie within the State of New York are shown in the tables. Under each division are included all the lines which are operated under a division superintendent, except the Bath and Hammondsport railroad for which a separate report is made.

NEW YORK DIVISION				Length, miles
Line	From	To		
Main line	State line near Suffern	Sparrowbush		59.50
Newburgh branch	Graycourt	Newburgh		18.73
Newburgh short cut	Newburgh Junction	Vail's Gate		12.64
Montgomery branch	Goshen	Montgomery		19.45
Pine Island branch	Goshen	Pine Island		11.64
Crawford branch	Middletown	Pine Bush		10.22
Nor. R.R. of N. J.	State line near Tappan	Nyack		5.82
N. J. & N. Y. R.R.	State line near Pearl River	Haverstraw		12.85
New City branch	Nanuet Junction	New City		4.29
Pi-mont branch	Pi-mont	Suffern		18.00
Greenwood Lake division	State line near Sterling Forest	End of line		0.02
Erie & Jersey railroad	Highland Mills	Crainin		38.60

The main line and the Erie and Jersey railroad have double track throughout. The main line also has third main track 10.05 miles, and fourth main track 0.90 mile. The Newburgh branch, the Newburgh short cut, and the Northern Railroad of New Jersey have a few miles of double track each, aggregating 12.53 miles.

DELAWARE DIVISION				Length, miles
Line	From	To		
Main line	Sparrowbush	State line near Sparrowbush		0.85
Main line	State line near Tusten	State line near Gulf Summit		68.82

Part of this division lies in the State of Pennsylvania, the total distance from Sparrowbush, N. Y., to Susquehanna, Penna., being 102 miles. It is double track throughout.

SUSQUEHANNA DIVISION				Length, miles
Line	From	To		
Main line	State line near Riverside	Hornell		130.12
Tioga division	Elmira	State line near Seeley Creek		6.51

The total length of the Susquehanna division, main line, Susquehanna, Penna., to Hornell, N. Y., is 140 miles. It is double track throughout.

ALLEGHENY DIVISION				Length, miles
Line	From	To		
Main line	Hornell	Dunkirk		128.02
Bradford division	Carrollton	State line near Limestone		7.84
Genesee River R.R.	Hunt's	Cuba		32.60

The main line has 30.13 miles of double track. The other lines are single track.

MEADVILLE DIVISION				Length, miles
Line	From	To		
Main line	Salamancas	State line near Niobe		48.3
Columbus and Erie	Niobe Junction	State line near Niobe		1.5

The main line has 36.9 miles of double track.

BUFFALO DIVISION				Length, miles
Line	From	To		
Main line	Hornell	Buffalo		92.04
Falls branch	East Buffalo	Suspension Bridge		24.01
International branch	International Junction	Black Rock		4.50
Black Rock branch	Yard tracks only			1.14
Buffalo and Southwestern branch	Buffalo Creek Junction	Waterboro		55.79

The main line and International branch are double track throughout. The Falls branch and the Buffalo and Southwestern branch have 6.40 miles and 0.64 mile of double track, respectively.

ROCHESTER DIVISION				Length, miles
Line	From	To		
Main line	Painted Post	Rochester		92.51
Mt. Morris branch	Avon	Mt. Morris		17.70
Conesus Lake branch	Conesus Lake Junction	Lakeville		1.61
Attica branch	Avon	Attica		34.90

All of these lines are single track.

New York division: The main line from Suffern to Port Jervis crosses a rolling and mountainous country, utilizing creek valleys and gaps in the hills. The Shawangunk mountains are crossed at Otisville, and a descent is made with a heavy grade down the valley of Neversink river to the Delaware river at Port Jervis. The curvature on this line is moderate. The Erie and Jersey railroad is a low grade freight line which pierces the upper part of Shawangunk mountain with a double track tunnel about one mile long. The grades and curvature on this line are moderate. The other lines which are operated with the New York division present no unusual features of location or operation, and the grades and curvature are not excessive for the traffic which is handled. The cuts and embankments on the various lines of this division generally are in good condition with a suitable cross-section for supporting the ballast. Good track ditches generally



are provided for surface drainage. The Erie and Jersey railroad, however, presents some unusual features, the uniform low grade requiring heavy cuts and fills. Many of the cuts are through rock which lies in steeply inclined strata, and in a number of places it has been necessary to support the sides of these cuts with concrete buttresses. Slides in some of the earth cuts continue to fill the ditches and a ditching train was in service at the time of the inspection. A large amount of work is required to keep this line in suitable condition for operation and the results generally are good.

The surface and alignment of the track are good on the heavy traffic lines and from fair to good on the lines of lighter traffic.

Delaware division: The main line follows closely the Delaware river from Port Jervis to Deposit, and then crosses a divide between the Delaware and Susquehanna rivers. There are heavy grades over this divide, and there are many curves along the river, the maximum being 6 degrees. The cuts and fills are in good condition, and suitable ditches are provided. The surface and alignment of the track are good.

Susquehanna division: The main line from Susquehanna, Penna., to Hornell lies in the valleys of the Susquehanna, Chemung, and Canisteo rivers with moderate grades and curvature. The cuts and fills are in good condition, and the drainage generally is good. A feature which is especially troublesome on this division is the choking up of small waterways under the track by gravel which is washed down from the hills by freshets. The track occasionally is flooded, and a large amount of work is required to keep these gullies open. The surface and line of the track generally are good. The Tioga division extends southwestward from Elmira. Its condition generally is suitable for the traffic, which is light.

Allegheny division: The main line from Hornell westward extends across the upper watershed of the Genesee river crossing summits at Tiptop and near Cuba, and then descends the valley of the Allegheny river to Salamanca. The line to Dunkirk crosses a rolling country. This line originally was a part of the main line of the Erie railroad, but when the road was extended to the west it became practically a branch. The grades on both parts of this division are heavy but the curvature is moderate. The cuts and fills are in good condition. Some of the ditches need cleaning as noted under the track defects. The surface and line of the track are fair to good and suitable for the traffic. The Genesee River railroad is a low grade freight line. From Hunt's, where this line connects with the Buffalo division, it extends along the eastern slope of the Genesee valley, crossing the Genesee river near Belfast, and continuing westward along a creek valley joins the Allegheny division near Cuba. The grades and curvature are very moderate. The cuts and fills are heavy, and as the soil in this district is notably unstable when wet, a great deal of trouble has been experienced with slides. Many of these slides are of considerable extent, involving a large amount of material, and a heavy expenditure has been required to keep the line open. At the time of the inspection, however, the general condition was fairly good. The track surface is fair and a large amount of drainage work has been done, including the laying of tile drains. This line undoubtedly will require heavy maintenance expenditures for a number of years, but it affords a route over which heavy freight can be handled very economically.

Meadville division: The main line leaves the Allegheny valley near Steamburg and crosses a rolling country to the state line. The grades and curvature are fairly heavy. The Columbus and Erie railroad is another low grade freight line, only a small part of which is in this State. The cuts and fills are in good condition and suitable track ditches are provided. The surface and alignment of the track generally are good.

Buffalo division: The main line and the Buffalo and Southwestern branch both extend from the rough country in the southern part of the State to the level region near Buffalo. The main line crosses the gorge of the Genesee river at Portage on a trestle 820 feet long and 235 feet high. The grades and curvature on this line are fairly heavy but between Hornell and Hunt's the grades were reduced in connection with the construction of the Genesee River railroad. The Buffalo and Southwestern branch has a very heavy grade where the line crosses the valley of Cattaraugus creek. The cuts, fills, and track ditches on this division generally are in good condition. The track surface on the several lines is from fair to good.

Rochester division: The lines of this division extend across rolling and level country with moderate grades and curvature. The cuts, fills, and drainage generally are good. The track surface and alignment are from fair to good and suitable for the traffic.

The rail on the main lines of all divisions, excepting the Buffalo and Rochester divisions, consists of 90-lb. and 100-lb. sections. There is a considerable mileage of open hearth steel, but the larger proportion is Bessemer steel. There also is a considerable amount of heavy rail on other heavy traffic lines.

The lines of lighter traffic are laid with 63-lb., 74-lb., and 80-lb. rail. The heavier sections of rail which have been laid in recent years generally are in good condition. Some of the older rail is considerably worn and prevents the maintenance of first-class track under the traffic which is carried. Additional heavy rail is being laid as rapidly as practicable. On the Buffalo and Southwestern branch new rail was being laid at the time of the inspection and it was observed that the ties were not full spiked and the joints were not full bolted. This condition was not serious but it was evident that the work would be postponed at least one night. In laying rail elements of danger are liable to creep in unless the work is carefully organized and supervised, and it seems to be a safer plan to have the new rail fully bolted and spiked each day. A few defective rails were found in various places as noted under the track defects.

The track ties consist chiefly of yellow pine with smaller amounts of oak and chestnut. Treated timber is used largely on the heavy traffic lines but not exclusively. The renewals for the current season appeared to be 65 per cent completed, and the rate of renewal is sufficient for proper maintenance. It would be a great aid in track maintenance, however, to have the tie renewals completed by September 1st in order that the roadbed may become well compacted during the fall months. The ballast consists of crushed stone, gravel, slag, and cinders. The use of crushed stone is being extended on the eastern part of the trunk line. On other lines re-ballasting is being done in several places with gravel and slag. The track appliances comprise split switches, rigid and spring frogs, and rigid and automatic switch stands equipped with targets and lights. Heavy tie-plates are used extensively, especially on the heavy traffic lines. Rail anchors are used to some extent, and screw spikes are used with some of the heaviest rail. Derails are used where protection of that kind appears desirable. A few broken frogs were found at points noted below. The right of way generally is clean and properly fenced. Mowing has been done by contract this season, and it was stated that the results have been very satisfactory. Most of the road crossings are in good condition and are equipped with proper signs. It was observed, however, that in some cases cinders are used for road repairs at crossings. Under heavy highway traffic this material soon becomes pulverized and something more durable should be used. The track sections have various lengths from 4 miles to 10 miles of single track, and the track forces are from 6 men to 12 men per section during the working season. Extra gangs are employed on rail renewals, ballasting, and other heavy work.

The following track defects were found:

New York division: main line: poor switch ties at Arden; broken frog in westbound track east of bridge No. 46.32; a rail in the eastbound track east of bridge No. 65.55 was reinforced with two extra pairs of angle-bars; a rail which has developed two weak spots is not suitable for service in high speed track; an apparently defective rail on the north side of the westbound track west of bridge No. 73.59; Newburgh branch: broken frog in crossover west of bridge No. 18.55; Newburgh short cut: the signals need adjusting at Highland Mills; Pine Island branch: a number of telegraph poles are not plumb, some leaning toward the track in the marshy ground near the south end of the line; rough track between bridges Nos. 64.57 and 66.74; loose track bolts near Goshen; Crawford branch: rough track south of Thompson's bridge; poor ties and rough track north of Circleville; relay rail was distributed, and it was stated that all needed repairs will be made in connection with the renewal of 4 miles of rail; New City branch: an apparently defective rail on the west side of the track north of Germonds; Piermont branch: apparently defective rails on the north side of the track west of milepost 7 and on the south side of the track west of milepost 11; Erie and Jersey railroad: curve-worn rail on the eastbound track on bridge No. 50.17 (Woodbury trestle); ditches partly filled in a deep cut west of milepost 70 and in another cut east of bridge No. 74.50; both tracks rough west of bridge No. 76.90.

Delaware division: ditch filled in a wet cut west of milepost 121; westbound track rough for high speed east of milepost 143, between mileposts 167 and 168, west of milepost 169, and west of Deposit.

Susquehanna division: main line: some worn and apparently defective rails on the south side of the westbound track west of bridge No. 210.92; iron scrap was scattered along the track through Binghamton; westbound track rough between bridge No. 219.38 and milepost 220; an apparently defective rail on the south side of the westbound track west of milepost 223; broken frogs at Waverly and at MJ tower; a badly churning rail joint at Water street, Elmira; a broken frog at VO tower; ditches filled between bridges Nos. 298.15, and 299.02; some worn rails on south side of the westbound track west of milepost 300; westbound track rough east and west of Addison; a churning joint in the eastbound track at Addison; poor ballast with churning joints in the westbound track between bridge No. 312.48 and milepost 314; loose track bolts, and a lip at one rail joint on the eastbound track at Cameron.



Allegheny division: main line: curve-worn rail on bridge No. 341.89; a broken frog at OP tower (Tiptop); a piped rail on the south side of the track west of WC tower; apparently defective rails on the north side of the track east of bridge No. 414.04; on the north side of the track between milepost 415 and bridge No. 415.69; and on the south side of the track west of Leavenworth street, Cattaraugus; ditches need cleaning at several places between Smith's Mills and Sheridan; Bradford branch: apparently defective rails on the east side of the track south of milepost 3 and on the west side of the track north of bridge No. 5.47; a piped rail a short distance north of the state line.

Meadville division: main line: a lip at a rail joint on the westbound track east of RH tower; poor track ties west of Randolph: tie renewals were in progress about one mile east of this place; a broken frog at Jamestown; a piped rail on south side of the westbound track between the first two bridges west of Watts Flats.

Buffalo division: main line: a rail with a mashed end on the north side of the eastbound track east of Burns: ditches filled east of milepost 343; a piped rail and a rail with a halfmoon break in the flange on the north side of the eastbound track west of bridge No. 362.47; poor ties in the westbound track at Warsaw; ditches filled east of milepost 381; eastbound track rough for high speed between milepost 387 and 388; poor alignment through a road crossing east of Attica; Falls branch: at DF tower some of the foundations which carry the signal wires are in poor condition; a broken frog east of milepost 11; poor switch ties west of bridge No. 13.09; track rough for high speed west of LaSalle; an apparently defective rail on the south side of the track west of FX tower; a piped rail west of South avenue, Suspension Bridge; Buffalo and Southwestern branch: a piped rail on the east side of the track south of Bladell; an apparently defective rail on the east side of a curve south of the bridge road; a narrow fill at the south end of bridge No. 11.97; poor planking in a road crossing south of Hamburg; poor switch ties south of Conewango; an apparently defective rail on the east side of the track between milepost 53 and the first bridge southward.

Rochester division: main line: poor planking in a sidewalk at Savona; ditching needed between bridges Nos. 349.37 and 349.87; weeds in the track and in the ditches between mileposts 352 and 353; ditching needed east of South Lima; an apparently defective rail on the north side of the track east of milepost 359; ditches filled east of milepost 361; insufficient ballast between mileposts 362 and 363; brush on the right of way in the vicinity of milepost 371; Mt. Morris branch: the ditches are choked with weeds in several places; Conesus Lake branch: there are some poor track ties on this line: it was stated that the necessary renewals will be made this season; Attica branch: mowing needed in the vicinity of milepost 370-371; weeds in the track east of Alexander.

Most of the bridges and culverts on this railroad have been built in some permanent form of masonry and steel. Some of these structures however were built a number of years ago and are rather light for modern railway loads. Timber bents have been placed under some of these light bridges to reinforce them for the carrying of heavier loads. Narrow abutments of an obsolete type also are found at a few of the bridges. Heavier structures of modern design in both steel and concrete are being installed as rapidly as practicable. Owing to the raising of the track in ballasting, many of the bridges rest on wooden blocks. This is not objectionable for a temporary arrangement but it prevents the proper anchorage of the girders to the masonry, and it was observed that in many cases the blocks have an excessive height in proportion to the length and breadth. Permanent bridge seats should be provided as rapidly as possible. As mentioned in previous reports, many bridges of lengths up to 60 feet or 70 feet are not equipped with inside guard-rails. Experience has demonstrated the value of guard-rails as a safety device, and it certainly is desirable that they should be more generally applied on the bridges. The ties and guard timber require renewal on many of the bridge decks. Most of this work is provided for, and the bridge programme apparently is sufficient to maintain the structures in safe condition. There are a few timber bridges on some of the branch lines and these also are in fair to good condition.

Structural defects and other features requiring detailed mention are as follows:

New York division: main line: No. 32.10 has a few poor ties; No. 33.94 needs patch painting; No. 35.51 has been raised on short blocks, one of which is getting soft; No. 38.08 has some poor ties and guard timber and a loose plank on the deck; No. 51.03, located on a curve, rests on high, short wooden blocks; No. 86.52 has some poor ties; Newburgh branch: No. 0.52 has some poor ties and guard timber; Nos. 7.35 and 9.48, the masonry needs pointing; Newburgh short cut: No. 47.53, the steel needs pointing; Montgomery branch: No. 3.43, one bearing is slightly low; No. 3.77, the masonry needs pointing; Pine Island branch: Nos. 64.36 and 64.57 have some poor ties; No. 66.74 has a loose block under one of the stringers at the north end; Crawford branch:

No. 5.70, the masonry is in poor condition and the structure is to be rebuilt; Northern Railroad of New Jersey: No. 22.51 has some poor guard timber; culvert near Nyack has some soft blocks under the stringers; New Jersey and New York railroad: No. 31.67, the steel needs painting; No. 38.80, the bridge seats need cleaning; No. 41.16 has a few poor ties; No. 41.18, the guard timber was loose, and a few of the ties were skewed; New City branch: No. 28.29 has soft blocks under the girders and the abutments are cracked; Piermont branch: No. 6.71, the bridge seats need cleaning; Nos. 14.76 and 14.91, highway bridges overhead, need some new stringers and flooring; No. 16.18 has some poor ties and guard timber.

Delaware division: Some of the larger bridges on this division need painting, and it was stated that the work is to be done this season: No. 134.91 has some poor ties and the masonry needs pointing; Nos. 142.24 and 146.52 have some poor ties.

Susquehanna division: main line: No. 205.80, the masonry needs pointing; No. 209.57, the back walls are tight against the girders: the latter are reinforced by timber bents; Nos. 210.75 and 212.52, the bridge seats need cleaning; No. 210.92, brush should be cleaned out underneath the bridge; No. 213.28 has poor ties on the eastbound track, and the bridge seats need cleaning; No. 214.05 needs painting, and there are some poor ties at rail joints on the eastbound track; No. 217.501, the bridge seats need cleaning; No. 224.10, the east abutment needs pointing; Nos. 236.68, 238.31, 247.18, 252.11, and 254.36 have cracks or open joints in the masonry; No. 238.31 also has some poor ties; Nos. 266.09 and 269.50 have some poor ties; No. 269.31, drift should be cleared away from the bridge; No. 272.20, the masonry is cracked in places, but appears to be safe at present: there is some corrosion of the stringers from brine drippings, and the floor system should have better protection: both the main and guard-rails are poorly spiked in places; No. 283.81 has some poor guard timber, and No. 284.17 has a poor deck: the latter is to be rebuilt; No. 286.71 has some poor ties on the eastbound track, and the east abutment needs pointing; No. 286.84, the masonry needs pointing, and a walk on the deck needs repairs; No. 287.95 has some poor ties on the westbound track; No. 292.39 needs patch painting; No. 326.63 has one poor block under one of the girders: a pipe culvert probably will be put in; Tioga branch: Nos. 3.74, 5.21, 7.07, and 8.76 are combination structures in which the timber portions require various new members: it was stated that the renewals are to be made this season.

Allegheny division: main line: No. 340.63 has narrow abutments, the westerly one being in poor condition: the southeast bridge seat also is cracked; No. 340.89, two wings of the abutments are cracked; No. 349.37, the wooden blocks under the girders are getting soft; Nos. 353.15 and 355.34 have some poor ties; No. 373.54, a sidewalk under the bridge is in poor condition; No. 404.08, the narrow abutments are in poor condition and should be rebuilt; No. 410.51, the east abutment is in poor condition: it is to be rebuilt; Nos. 411.24 and 411.34 have poor deck timbers: at the latter, the drift should be cleared away; Nos. 414.86, 415.69, 416.51, 420.67, 450.51, 451.32, 455.65, and 456.20 have poor ties; Bradford branch: Nos. 0.89, 1.17, 1.38, 1.94, and 7.57 are timber structures in which various timbers require renewal: heavy repairs were in progress at No. 2.01, and it was stated that the necessary work will be done on the other bridges; Genesee River railroad: The concrete is scaling at a number of the bridges: the condition is not serious at present but facing probably will be required in the future to prevent serious disintegration.

Meadville division: main line: No. 1.49 has some poor ties and the east abutment needs pointing; bridge west of RH tower, a wooden block on the northwest bridge seat is crushing; No. 18.15, the masonry needs pointing; Nos. 18.50 and 22.57 have some poor deck timbers; No. 22.88 has some poor ties, and the masonry needs pointing; No. 25.23 has some poor ties, and the bridge seats need cleaning; No. 29.26, the masonry needs pointing; Nos. 32.36 and 33.10 have poor ties; No. 34.52, the masonry is very poor: this bridge is to be rebuilt in the Jamestown improvement work which is now in progress; bridge east of Lakewood has some poor ties and needs painting; 2 bridges west of Watts Flats have a few poor ties; bridge east of Niobe Junction, the east abutment is cracked; Columbus and Erie railroad: bridge near Niobe Junction has some poor ties.

Buffalo division: main line: Nos. 332.02 and 336.55 have some poor ties; Nos. 347.70 has some poor ties, and the steel needs painting; No. 348.58, the steel needs painting, and the bridge seats need cleaning; Falls branch: No. 3.55, a bridge seat is cracked, and the counterbraces need adjusting; No. 13.21 has a few poor ties; No. 19.23, a bolt was missing from a splice on an adjustable counterbrace: the splice was placed over the turnbuckle owing to the threads having been stripped; Buffalo and Southwestern branch: Nos. 5.86 and 5.96, the masonry needs pointing; No. 7.18 has some poor ties; No. 8.88 has a soft block under a girder; No. 13.97, the abutments are cracked but



appear to be safe at present; No. 15.96, the south abutment needs pointing; No. 22.25, the bridge seats need cleaning; Nos. 28.20, 30.32, and 32.83, the masonry needs pointing; No. 32.92 has some poor ties; No. 43.84 has some poor ties, and a poor bridge seat on one of the piers; No. 54.07, a pile trestle about 100 feet long, has no inside guard-rail: there are a few poor ties.

Rochester division: main line: No. 293.32 has a poor deck: it is to be rebuilt; Nos. 294.17 and 294.19 have a few poor ties, caps, and sills which are to be renewed; No. 296.41 has a badly cracked bridge seat on one of the piers; No. 299.18 has some poor ties; No. 299.75 is a light plate girder reinforced with timber bents: it is to be rebuilt; Nos. 303.50 and 304.64 have some poor deck timbers; No. 306.61, mowing should be done under the bridge; No. 310.61, a walk by the bridge is not secure; No. 310.94, the masonry needs pointing; No. 318.18, has some poor ties, the guard-rail is not securely spiked on the ground, and the steel needs painting; Nos. 320.38, 320.55, and 320.99, the ties had not been properly adzed for new rail joints, and some of the angle-bars were spiked in the slots; No. 322.20 has some poor ties; No. 322.50, the track surface is poor; bridge west of milepost 328, brush under the bridge should be cleared away; bridge west of milepost 345 has a narrow fill at the east end; No. 361.10 has some poor wooden blocks under the girders, and the inside guard-rail is not securely spiked; No. 383.27 is a very light structure across the Genesee river near Rochester, the rebuilding of which has been delayed awaiting the completion of Barge Canal plans: there are a few loose rivets which are to be re-driven soon; Mt. Morris branch: No. 379.60 has some poor guard timber; Attica branch: No. 380.36 has wooden blocks on the bridge seats, some of which are getting soft; culvert west of the New York Central crossing at Batavia has poor sills; No. 394.55 needs painting and brush under the bridge should be cleared away.

Many of the passenger stations are of frame construction and were built a number of years ago. Most of these furnish fair accommodation, but some of them are very dingy and could be greatly improved by painting. The frames of these buildings generally are heavy and in good condition, and as many of them are of ample size they are being improved by the application of a stucco finish. With the addition of toilets and other facilities the improved stations are suitable for modern traffic conditions. Many of the stations are not as well kept as they should be. Comparatively few stations gave evidence of recent scrubbing, and at a great many stations the morning sweeping apparently had been neglected. The station at Rochester appears to be of sufficient size and fairly suitable for that terminal. The station at Buffalo is used jointly by other railroads, and it is too cramped to furnish all the desirable facilities at a terminal of such importance. Repairs or improved conditions are needed at various stations as follows:

New York division: Hillburn, the building needs painting, and the waiting room needed sweeping; Southfields, a broken concrete platform and the building needs painting; Chester, posts along the platform curbing project above the surface; Salisbury Mills, there was litter around the station; Montgomery, there was litter in the waiting room; Thompson's Bridge has a poor cinder platform; Bullville, there was express matter piled in the waiting room although there is a separate freight room; Sparkill, there was litter on the platforms, and the station was being swept at 9:50 a. m.; Pearl River, there was litter around the station; Mt. Ivy, a poor cinder and gravel platform.

Delaware division: Callicoon, the floor needed scrubbing.

Susquehanna division: Union, there was litter around the station, and the platform was muddy at the door-step; Tioga Center, needs painting; Horseheads, the freight room was dirty, and both commercial and railroad freight was scattered about in disorder, both inside and outside; Addison, the building needs painting, and the back platform needs minor repairs.

Allegheny division: Andover has a poor platform and the station needed sweeping.

Meadville division: Kennedy, the back platform needs slight repairs.

Buffalo division: Dalton, the waiting room, baggage room, and platform were very dirty; Silver Springs, the waiting rooms and platform needed sweeping; Warsaw has a poor timber curbing on the platform; Darien has some poor planking in the platform; Blasdell, the waiting room floor was dirty; Hamburg, needs painting; Eden Center, there was litter on the platform; Markhams has a poor platform; Cherry Creek, the platform was dirty.

Rochester division: Avon, the floor of the waiting rooms is deeply worn; Golah, there are no name signs: the building belongs to the New York Central and Hudson River railroad and is used jointly by the two railroads; Genesee, needs painting both inside and outside.

Grade crossings are as follows:

New York division: steam railroads: At Sparkill, 1 track of the Northern Railroad of New Jersey is crossed by 1 track of the Piermont branch, protected by a high target. At Nanuet,

2 tracks of the Piermont branch are crossed by 1 track of the New City branch, protected by a high target. At Campbell Hall, 1 track of the Montgomery branch is crossed by 2 tracks of the Erie and Jersey railroad, protected by mechanical interlocking. At Campbell Hall, 1 track of the Montgomery branch is crossed by 2 tracks of the New York, Ontario and Western railway, protected by interlocked signals but no derails. Electric railroads: At Middletown, 3 tracks of the main line are crossed by 1 track of the Wallkill Transit Company, protected by gates and derails in the electric line.

Delaware division: There are no grade crossings with other railroads on this division.

Susquehanna division: steam railroads: At Binghamton, 2 tracks are crossed by 1 Y track and 4 tracks are crossed by 1 main track of the Delaware, Lackawanna and Western railroad, both crossings being protected by interlocking. At Owego, 5 tracks are crossed by 1 track of the Delaware, Lackawanna and Western railroad, protected by mechanical interlocking. At Corning, 2 tracks are crossed by 2 tracks of the New York Central and Hudson River railroad, protected by mechanical interlocking. Electric railroads: At Elmira, on Water street, 2 tracks are crossed by 2 tracks of the Elmira Water, Light and Railroad Company, protected by gates. At Elmira Heights, on Fourteenth street, 2 tracks are crossed by 1 track of the Elmira Water, Light and Railroad Company, protected by a flagman.

Allegheny division: steam railroads: At Olean, 2 tracks are crossed by 2 tracks of the Pennsylvania railroad, protected by mechanical interlocking. At Limestone, 1 sidetrack is crossed by 2 tracks of the Buffalo, Rochester and Pittsburgh railway, protected by a tilting board signal. At Riverside Junction, 1 track is crossed by 1 track of the Pennsylvania railroad, protected by a tilting board signal. At Dunkirk, 1 track is crossed by 1 track of the Pennsylvania railroad, and 1 track of the New York, Chicago and St. Louis railroad, in close proximity, protected by a tilting board signal. At Dunkirk, 1 track is crossed by 1 sidetrack of the Dunkirk, Allegheny Valley and Pittsburgh railroad, protected by semaphores not interlocked. At Dunkirk, 1 yard track is crossed by 2 tracks of the Lake Shore and Michigan Southern railroad, protected by an interlocking plant. Electric railroads: At Allegany, 2 tracks are crossed by 1 track of the Western New York and Pennsylvania Traction Company, protected by derails and a flagman.

Meadville division: steam railroads: At Falconer, 2 tracks are crossed by 1 track of the Dunkirk, Allegheny Valley and Pittsburgh railroad, protected by mechanical interlocking. Electric railroads: 2 crossings at Jamestown by the Jamestown Street railway: on Main street 2 tracks are crossed by 1 electric track, protected by gates and a derail in the electric line on a grade descending toward the crossing; on Fairmount avenue 2 tracks are crossed by 1 electric track, protected by gates.

Buffalo division: steam railroads: At Buffalo, Seneca street, 4 tracks are crossed by 1 track of the Pennsylvania railroad, 2 tracks of the Buffalo Creek railroad, and 2 tracks of the Pennsylvania railroad, protected by sliding signals in a tower: an interlocking plant is now being installed. At Buffalo, Hamburg street, 4 tracks are crossed by 2 tracks of the Lake Shore and Michigan Southern railroad, protected by a tilting board signal; and 2 tracks are crossed by 4 tracks of the New York Central and Hudson River railroad, protected by an interlocking plant. At Tonawanda, 1 track is crossed by 2 tracks of the New York Central and Hudson River railroad, protected by mechanical interlocking. At North Tonawanda, 2 tracks are crossed by 2 tracks of the New York Central and Hudson River railroad, protected by electric interlocking. At Suspension Bridge, 1 track is crossed by 4 tracks of the New York Central and Hudson River railroad, protected by an interlocking plant. At Black Rock, 2 tracks are crossed by 2 main tracks and 2 connection tracks of the New York Central and Hudson River railroad, protected by an interlocking plant. At Black Rock, 1 yard track is crossed by 2 freight tracks of the Delaware, Lackawanna and Western railroad, protected by Erie trainmen when used by their trains. At Blasdell, 1 track is crossed by 1 track of the New York, Chicago and St. Louis railroad, and 1 track of the Pennsylvania railroad, protected by a tilting board signal. Electric railroads: At Lancaster, 2 tracks are crossed by 1 track of the International railway, protected by derails in the electric line. At Cheektowaga, 2 tracks are crossed by 1 track of the International railway, protected by derails in the electric line. At Buffalo, 2 tracks of the Falls branch are crossed by 2 tracks of the International railway on Walden avenue, Genesee street, Ferry street, and Kensington avenue, all of these crossings being protected by derails and flagmen. At Tonawanda, 1 track is crossed by 2 tracks of the International railway, protected by derails and a flagman. At Niagara Falls there are 2 crossings by the International railway, protected by derails and gates. At Buffalo, the International and Black Rock branches are crossed by the International railway at Tonawanda and McPherson streets, the crossings being protected by derails.



Rochester division: steam railroads: At Cooper's, 1 track is crossed by 2 tracks of the Delaware, Lackawanna and Western railroad, protected by mechanical interlocking. At Golah, 1 track is crossed by 1 track of the New York Central and Hudson River railroad, protected by a tilting board signal. At Mortimer, 1 track is crossed by 2 tracks of the West Shore railroad, protected by mechanical interlocking. At Mount Morris, 1 track is crossed by 2 tracks of the Delaware, Lackawanna and Western railroad, protected by mechanical interlocking. At Caledonia, 1 track is crossed by 1 track of the Genesee and Wyoming railroad, protected by interlocked signals without derails. At Le Roy, 2 tracks are crossed by 1 track of the Buffalo, Rochester and Pittsburgh railway, protected by a tilting board signal. At Le Roy, 1 track is crossed by 1 track of the New York Central and Hudson River railroad, protected by a tilting board signal. At Batavia, there are 3 crossings by the New York Central and Hudson River railroad: 2 tracks crossed by 2 sidetracks, no protection; 1 track crossed by 6 tracks New York Central main line, protected by electric interlocking; and 1 track crossed by 1 track, protected by a tilting board signal. Electric railroads: At Painted Post, 2 tracks are crossed by 1 track of the Corning and Painted Post Street railway, protected by derails.

This railroad carries a heavy traffic of both passengers and freight on the main line of all divisions, excepting the Rochester division, where the traffic is moderate. The traffic on the various branch lines is from moderate to light. There are fairly large yards in this State at Port Jervis, Hornell, and Buffalo. Connection with various western roads is made at Buffalo and Suspension Bridge, and there also are connections with other railroads at numerous junction points. Automatic signals are in service on the main line of the New York, Delaware, Susquehanna, and Buffalo divisions; on the Newburgh short cut and the Erie and Jersey railroad from Newburgh Junction to Highland Mills and Graham; on the Northern railroad of New Jersey; and on the New Jersey and New York railroad from Pearl River to Spring Valley. The earlier automatic signaling is equipped with 2 arm, 2-position, lower quadrant signals. More recent installations however have signals of the single arm, 3-position, upper quadrant type. The Pine Island, Crawford, New City, and Tioga branches are operated by timetable schedules and train orders. All the other lines are operated with a manual block system which is made permissive only for inferior trains following inferior trains and absolute for all other movements. Besides the interlocking plants located at grade crossings, this railroad has numerous interlocking plants at other points such as important junctions; the entrances to yards; cross-overs and passing sidings; and the end of double track. These facilities are an efficient aid in the prompt and safe handling of trains. On the Rochester division the line from Rochester to Mt. Morris is equipped for electric traction. A frequent passenger service is maintained on this line, and it is said that the better facilities have secured a substantial increase in the traffic.

The more important improvements made in the last year are as follows:

New York division: crushed stone ballast was applied on 7.25 miles of track, and cinder ballast was applied on 13.25 miles; 1 bridge was rebuilt, and 3 bridges were heavily repaired.

Delaware division: new 100-lb. open hearth and ferro-titanium rail was laid on 20 single track miles replacing 90-lb. rail; crushed stone ballast was applied on 3.13 single track miles.

Susquehanna division: sidetracks were extended 0.49 mile; new 100-lb. rail was laid on 35.87 miles of track, and new 90-lb. rail was laid on 0.4 mile of track, both replacing 90-lb. rail; 3 bridges were rebuilt; 1 new station was built, and 1 station was enlarged; interlocking plants were remodeled at Elmira, Corning, and Painted Post; a new fast freight yard was built at Hornell; a grade crossing east of Corning was eliminated; a telephone train dispatching and message circuit was installed; a crossing bell was installed at Elmira and crossing gates were installed at Lestershire; a transfer crane was installed atinghamton.

Allegheny division: a siding at Belvidere, 3700 feet long was taken up on account of the operation of the Genesee River railroad; new 90-lb. rail was laid on 0.92 mile of track and relayer rail from 63-lb. to 90-lb. was laid on 8.11 miles of track; 3 bridges and 1 culvert were rebuilt; telephone train dispatching was installed between Hornell and Salamanca.

Meadville division: new 100-lb. rail was laid on 1.6 miles of track, and 90-lb. rail was laid on 0.3 mile of track; slag ballast was applied on 2.5 miles of track; progress was made on the elimination of grade crossings and other improvement work at Jamestown.

Buffalo division: sidetracks were extended 1.92 miles; rail renewals amounted to 1.07 miles 100-lb. rail, 10.75 miles 90-lb. rail, 4.9 miles 80-lb. rail, and 8.26 miles 74-lb. rail; ballasting amounted to 10.75 miles of crushed stone, 17.20 miles of gravel, 12.60 miles of slag, and 3 miles of cinders; 1 bridge and 6 culverts were rebuilt; extensive repairs were made to Erie coal dock; 1 grade crossing was eliminated at Lawton's, and 2 grade crossings were eliminated at Gowanda.

Rochester division: sidetracks were extended 0.55 mile; rail renewals amounted to 3.89 miles new 80-lb. rail and 7.60 miles 90-lb. relayer rail; gravel ballast was applied on 17.75 miles of track; the station at Mt. Morris was remodeled and coated with stucco.

The following more notable improvements are either now in progress or contemplated for the ensuing year:

New York division: 1 pipe culvert, 3 concrete slab culverts, and 1 bridge replacing a timber trestle to be built; 1 station to be rebuilt.

Delaware division: 2 bridges are to be rebuilt; passing sidings and station platforms are to be extended to accommodate longer trains; overhead bridge at Narrowsburgh to be raised to increase the clearance; the passenger and freight station at Callicoon to be remodeled.

Susquehanna division: a passing siding at Chemung to be extended, and a team track to be built at Endicott; grade crossings to be eliminated at Rathbone; a highway to be built at Great Bend; the passenger station at Corning to be remodeled and enlarged; portions of the retaining wall west of Waverly to be rebuilt.

Allegheny division: telephone dispatching circuit to be extended from Salamanca to Dunkirk; the improvement of water facilities with the installation of electric light and power facilities at Salamanca; the improvement of Main Street crossing, Cuba.

Meadville division: the elimination of grade crossings and other improvement work at Jamestown to be prosecuted.

Buffalo division: the grade crossings at Main, Genesee, and Doat streets, Walden avenue, and Military Road in and near Buffalo to be eliminated.

Rochester division: several bridges to be rebuilt, including the Genesee River bridge at Rochester.

The recommendations of the preceding report generally were followed, except that inside guard-rails were not applied on the bridges, and only a few of the wooden blocks on the bridge seats have been replaced by permanent pedestals. The rails which appeared from the inspection train to be defective should be examined to determine their fitness for further service. The broken frogs which were found generally are broken on the turnout side back of the frog point and are held together by bolts or rivets. It is not desirable however that defective material be retained in the main track. It is recommended that defective rails and frogs be removed from the main track; that other defects of the track mentioned in this report be remedied; that more extensive repairs and renewals of bridge masonry be undertaken, including the installation of permanent bridge seats in place of wooden blocks; that other defects of the bridge structures mentioned in this report be remedied; that the passenger stations be kept in a cleaner condition. The recommendation made in the preceding report, that all open deck bridges exceeding 15 feet in length be equipped with inside guard-rails, is renewed.

Respectfully,  
J. B. STODER,  
Steam Railroad Inspector.

#### FONDA, JOHNSTOWN AND GLOVERSVILLE RAILROAD.

Inspected May 12, 1914. Last previous inspection May 22, 1913.  
*To the Public Service Commission, Second District:*

I have inspected the part of the Fonda, Johnstown and Gloversville railroad which is operated by steam and submit the following report:

This is a single track, standard gauge railroad extending from a connection with the New York Central and Hudson River railroad at Fonda in a northeasterly direction to Northville, a distance of 25.47 miles. The Broadalbin branch, 6.15 miles in length, extends in an easterly direction from Broadalbin Junction to Broadalbin. There are 7.70 miles of sidings and yard tracks on the main line and 0.38 mile on the Broadalbin branch. The railroad ascends from Fonda to Johnstown on comparatively heavy grades, the maximum of which is 2.34 per cent about 0.72 mile in length. It follows the general surface of the ground, and the earthwork is moderate. The maximum curve is 5 degrees on the main line and 6 degrees on the Broadalbin branch. The cuts and embankments are of good cross-section properly to support the tracks. The ditches are in generally good condition and appear properly to drain the roadbed. It was observed that the ditch south of milepost 3 was clogged and should be cleaned. The alignment and surface of the tracks were good throughout.

The track is laid with rail in generally good condition. The miles of track laid with the different weights of rail are as follows: main line 80-lb. A. S. C. E. Bessemer, 4 miles; main line 75-lb. A. S. C. E. Bessemer, 6 miles; main line 70-lb. Dudley Bessemer, 15.47 miles; Broadalbin branch 70-lb. Dudley Bessemer, 2 miles; Broadalbin branch 56-lb. Bessemer, 4.15 miles; total, 31.62 miles. The ties are principally untreated chestnut, and the renewals since the previous inspection amounted to 7593 ties, or



about 9.1 per cent. The general dimensions of the ties are 6 inches by 8 inches by 8 feet, and they are of good quality. It is expected to renew about 6000 ties during the season. This will be sufficient for proper maintenance. The rails are joined with 4- and 6-bolt angle-bars, a few Weber splices, and 100 per cent joints. The frogs are of the rigid and sprung rail types, and the switches are of the split rail type. Rigid and automatic switch stands equipped with targets and switch lights are used. The curves are tie-plated, and the sidings have Hayes derails. The ballast is gravel and a small amount of cinders: it is clean, of good quality, and sufficient in amount. The right of way is clean and the fences were in good condition. The street and highway crossings are well maintained, and the crossing-signs except on the Broadalbin branch were in good condition. The signs on the branch should be painted. The sections have an average length of about 5 miles, and the force during the working season consists of 5 men. The generally good condition of the track shows that this force is sufficient for proper maintenance.

The bridges on the main line are as follows: 1 span pony truss; 1 deck truss; 1 through truss; 7 plate girders; 56 stone box, arch, rail floor, and pipe culverts. The Broadalbin branch has 1 plate girder, 1 I-beam, and 16 stone box, rail floor, and pipe culverts. The bridges were generally in good condition. The minor defects observed were as follows: bridge No. 1 should have the masonry pointed, and the bridge seat on the east abutment cleaned; the bridge at Johnstown south of Washington street is of 1 span deck plate girder type carrying 2 tracks: the opening is about 45 feet and there are no inside guard-rails on the main track, the siding leads to the coal trestle, and it has no inside or outside guards and the floor system is not fastened to the girders, the ties are the ordinary track kind and the siding is on a curve, outside guard-rails should be installed and the floor system should be fastened by hook bolts or some other device to the girders; bridge No. 11, some ties have saprot which should be adzed off, and there is a piece of poor guard stringer; bridge No. 12 has 1 piece of guard stringer that should be renewed, and some ties with saprot which should be adzed off; bridge No. 13 has ties with saprot which should be adzed off.

The stations consist of 2 brick and 8 frame buildings: they are in good condition and appear to provide ample facilities for handling the traffic. The buildings were clean and well maintained. At Fonda, joint use is made of the New York Central and Hudson River railroad station. The station at Johnstown is used only during the summer season. The canopy over the platform south of the station was damaged by an accident recently and it will be removed before the station is used for this summer's traffic.

There are no crossings at grade with other steam railroads. There are 4 grade crossings with the electric tracks operated by this company at the following points: 1 siding is crossed by 1 electric track at the Fair Grounds, Johnstown, protected by derails in the electric track; 1 main track is crossed by 1 electric track, protected by derails in the electric track at South Main street, Gloversville; 2 tracks are crossed by 2 electric tracks, protected by derails in the electric tracks at North Main street, Gloversville; 1 track is crossed by 1 electric track, protected by derails in the electric track at Kingsboro avenue, Gloversville.

A passenger service is maintained throughout the year between Gloversville, Northville, and Broadalbin connecting with the electric cars at Gloversville. This service is extended to Fonda from about June 20th to Labor Day. The passenger service during the summer season is quite extensive, and many passengers and excursionists are transported. The freight service is performed throughout the year over the entire line. Train movements are controlled by timetable, operating rules of the standard code, and telegraphic train orders. There are no automatic signals and no interlocking. Distant signals are wire connected to some of the switches where the view and grade conditions are such as to require them. The terminal, road, and passenger facilities seem to be adequate properly to handle the business.

Since the previous inspection the sidings and yard tracks have been increased 0.27 mile. A concrete and rail floor bridge has been built replacing a through plate girder span in bridge No. 7. There are no extensive improvements contemplated for the coming year. It is expected to replace about 6000 ties, or about 7.2 per cent. While this is a small percentage for a season's renewals it is sufficient to replace the poor ties now in the tracks. This railroad is maintained in a satisfactory manner, and the materials and labor are judiciously applied. It is recommended (1) that the minor defects noted in the body of the report be given prompt attention; (2) that the saprot on several of the bridge decks be adzed off; (3) that the masonry on bridge No. 1 be pointed; (4) that the bridge just east of Washington street, Johnstown, have an inside guard-rail placed on the main track, that outside guard-rails be placed on the siding span, and that the timber deck be fastened to the top flange of the girders.

Respectfully,

W. G. HIMES,

Inspector Division of Transportation.

#### GENESEE AND WYOMING RAILROAD.

Inspected June 3, 1914. Last previous inspection June 20, 1913.  
*To the Public Service Commission, Second District:*

I have inspected the Genesee and Wyoming railroad and submit the following report:

This is a standard gauge, single track railroad, extending in a southerly direction from a connection with the Buffalo, Rochester and Pittsburgh railway and the Lehigh Valley railroad at Pittsburgh and Lehigh Junction to a connection with the Delaware, Lackawanna and Western railroad at Greigsville, a distance of 14.39 miles. The East branch extends in an easterly direction from Retsof to a connection with the Rochester division of the Western New York and Pennsylvania railway at Retsof Junction, a distance of 1.77 miles. The Halite and Northern railroad operated by the Genesee and Wyoming railroad is known as the South branch. It extends from a connection with the main line near Retsof to the Sterling Salt Works, a distance of 3.1 miles. The sidings and yard tracks aggregate 2.59 miles. The cuts and embankments have a good cross-section, and the ditches are properly maintained. On the South branch the earth cuts are troublesome in wet weather on account of the character of the soil, but the ditches were well opened and the drainage was good. The track alignment and surface were excellent on the 5 miles of track south of P. & L. Junction. The balance was generally good. The maximum grade is about 1.5 per cent for 800 feet, and the maximum curve is about 6 degrees. These present no unusual difficulty in the operation as conducted.

The tracks are laid with 70-lb. rail with the exception of about 0.3 of a mile of 67-lb. rail. The 70-lb. rail on the main line has mostly miter ends joined with 6-bolt angle-bar splices. The 70-lb. rail on the South branch has square ends joined with 4-bolt angle-bars. The rails were generally in good condition, and the bolts were tight. The ties are principally oak, and the renewals amounted to 4350 ties, or about 10.2 per cent of all the ties, except on the South branch where they are only about 3 years old and require no renewals. It is expected to renew about 6000 ties this year. About 5 miles of track were re-ballasted with gravel, and the ties not fit for 3 years' service were renewed. This made the renewals heavy on this part of the railroad and left a small percentage of renewals on the balance. However, ties are distributed and renewals are being made where most needed, and the contemplated renewals will put the track in good condition throughout. The main line is ballasted with 5 miles of gravel and the balance is cinders, the East branch with cinders, and the South branch with stone and slag. The ballast is generally good and sufficient in amount. The 5 miles re-ballasted is in splendid condition and a credit to the railroad. The right of way is cleared, clean, and orderly, and the fences are well maintained. The road crossings are in good condition except that many of the signs are dingy and need to be painted. The crossings particularly noted in this respect are as follows: the crossing between mileposts 4 and 5; the crossing between milepost 5 and the steel viaduct; and the crossing just north of milepost 9. It is proposed to paint all the crossing-signs this year. The frogs are generally rigid, and the switches are the split rail type. The switch stands have targets and no switch lamps. There was a broken frog in the main line at the Erie railroad connection. The track repairs are made with a floating gang of 18 men: this force is ample for proper maintenance.

The bridges consist of 2 steel tower viaducts with the tracks supported on deck plate girders; 2 plate girder bridges; 2 I-beam and 1 wooden stringer bridges. They are well maintained and in good condition. There are also 3 arch culverts, and 3 reinforced concrete cattle-passes. The only defect in the bridges observed which is worthy of criticism is that on some of the bridges the main rails and the inside guard-rails are not full spiked. It is considered good practice to full spike the rails to all ties. There is only one wooden stringer bridge remaining. Since the previous inspection 2 such bridges have been replaced with castiron pipe.

There are 4 frame stations in generally good condition with ample accommodation for the service performed.

One track is crossed by 1 track of the Canandaigua branch of the New York Central and Hudson River railroad and 1 track of the Attica branch of the Erie railroad. These crossings are within a short distance of each other, and the protection is by interlocked signals operated from a tower located between the crossings. There are no grade crossings with electric railroads.

The passenger service consists of a morning train and an evening train between Retsof and P. & L. Junction. Operating rules, timetables, and telephonic and telegraphic train orders control the train movements. The traffic is principally outbound shipments of salt and its products and farm produce to the connecting railroads, and miscellaneous inbound shipments. The operation is in the nature of switching and consists in handling empty cars from the connections to the salt mine at Retsof and the Sterling Salt Works and delivery of the loaded cars to the connections. There are no automatic block signals and none is necessary. The



terminal road and other facilities seem ample to perform the service required.

Since the previous inspection about 0.4 of a mile of sidings has been constructed; 4350 oak ties have been renewed; 5 miles of track have been re-ballasted with gravel; and 2 timber bridges have been replaced with castiron pipe. There are no extensive improvements contemplated for the present. It is expected, however, to renew about 6000 ties this year. It is recommended (1) that the broken frog in the track at Erie railroad connection be replaced; (2) that the main running rail and guard-rails on all bridges be full spiked to the ties; (3) that the crossing-signs be painted.

Respectfully,  
W. G. HIMES,  
*Inspector Division of Transportation.*

#### GLENFIELD AND WESTERN RAILROAD.

Inspected May 18, 1914. Last previous inspection May 26, 1913.

*To the Public Service Commission, Second District:*

I have inspected the Glenfield and Western railroad and submit the following report:

This railroad is a standard gauge, single track line extending from Glenfield, where it connects with the New York Central and Hudson River railroad, to Monteola, a distance of 19.55 miles. There are about 2 miles of sidetracks.

The line ascends the slope on the west side of the Black river valley. There are many sharp curves and steep grades, the maximum of the former being 18 degrees and of the latter, 5.1 per cent.

The cuts and fills generally are in good condition for a light railroad. The surface and alignment of the track are only fair. Some improvement should be made in this respect at several places and it was stated that this work will be done as soon as practicable.

The track is laid with 60-lb. and 65-lb. rail which is in fair to good condition. A piped rail west of bridge No. 14 and a rail with a halfmoon break in the base east of Sackett's cattle-pass should be removed from the track. The track ties generally are in fair condition. Tie renewals were in progress at the time of the inspection, and the rate of renewal appeared to be suitable for proper maintenance. The track appliances, consisting of split switches, rigid frogs, and rigid switch stands are in good condition. The road is rather lightly ballasted with cinders, sand, and gravel. The train loads are moderate, however, and the ballast appears to give satisfactory service. There is a considerable amount of trash on the right of way, consisting of dead branches and old ties, which should be burned or removed. Most of this material already has been piled, and it was stated that it will be burned when that can be done without danger to the surrounding forest. Suitable fences are maintained where they are required. Road crossings and signs are in good condition, except that there are poor crossing planks at two road crossings between bridges Nos. 16 and 21. The maintenance work is handled by 2 track gangs of 6 men each and 1 bridge gang of 4 men.

The bridges and culverts include both steel and timber structures and are in good condition, excepting for some ordinary maintenance repairs. The steel bridges consist of 2 trusses of moderate size and several plate girder and I-beam spans. Some of the timber bridges have concrete or stone abutments while others rest on timber mudsills. The following minor defects were found: bridge seats dirty at Old Glendale bridge; some poor ties on Van Ornum's, Lee's, and Bardo's cattle-passes and on bridge No. 18; loose blocking at the bridge east of Little Pond.

Joint use is made of the New York Central station at Glenfield. The Glenfield and Western has no stations, and as the passenger traffic is very light none appears to be needed.

This road is essentially an industrial property and the traffic, which is moderate, consists almost wholly of the transportation of logs. One train crew handles a regular train and another crew does switching under yard limit rules. There is a wye track at each end of the road for turning engines and the facilities generally appear to be sufficient for handling the existing traffic. The wye switch at Glenfield which is at the foot of a heavy grade is kept set for the wye to serve as a derail.

Since the last inspection was made, 5 culverts have been rebuilt, a steel bridge has been installed at Fish Creek, and a change of line was made to reduce the curvature on a reverse curve. In the ensuing year it is intended to make the usual maintenance repairs on the track and bridges, and to divert a creek so that 2 timber bridges can be eliminated. This railroad is maintained in reasonably good condition for handling its traffic, and the defects which are mentioned in this report are of a minor character. It is recommended that these defects be remedied.

Respectfully,  
J. B. STODER,  
*Steam Railroad Inspector.*

#### GREENWICH AND JOHNSONVILLE RAILWAY.

Inspected May 13, 1914. Last previous inspection May 23, 1913.  
*To the Public Service Commission, Second District:*

I have inspected the Greenwich and Johnsonville railway and submit the following report:

This is a single track, standard gauge railroad extending in a northerly direction from a connection with the Fitchburg division of the Boston and Maine railroad at Johnsonville to a connection with the Saratoga and Schuylerville branch of the Boston and Maine railroad at Northumberland, a distance of 21.15 miles. The principal sidings and yard tracks are located at Johnsonville, Greenwich, and Thomson. Other sidings are located at various points along the line. The total length of sidings and yard tracks is 7.19 miles. The railroad was built with comparatively light earthwork, and the grades are steep and the curves sharp. The maximum grade is 4 per cent, and the maximum curve is 13 degrees. The service performed by this railroad is such that these conditions do not materially affect the operation. The cuts and embankments were of ample cross-section properly to support the track, and the ditches were generally in fair condition and seem to drain the roadbed. There were one or two places north of Greenwich where a little ditching could be done to advantage. These places were in the cuts where the banks are constantly slipping. The points particularly noted were between bridges Nos. 5 and 6. The track alignment and surface south of Greenwich were from fair to good. North of Greenwich they were only fair.

The tracks are laid with Bessemer steel rail in the following weights and mileage: 60-lb. 8.49 miles; 67-lb. 1.00 mile; 70-lb. 9.66 miles; 80-lb. 2.00 miles; total 21.15 miles. The rail was generally in fair condition, and no defective rails were observed. The ties are about 60 per cent chestnut and 40 per cent oak and native timber. The renewals since the previous inspection amounted to 7695 ties, or about 13 per cent. This is sufficient for proper maintenance. Tie renewals were being made at the time of inspection, and ties were distributed for renewals at most of the places where poor ties were observed. It is expected to renew about 6533 ties during this season. This will be sufficient to put the track in proper condition. The greatest number of poor ties were noticed between Greenwich and Thomson. The rail fastenings are 4- and 6-bolt angle-bars. Several joints were noted where half angle-bars were used with 2 bolts in one rail and 1 bolt in the other. These joints were old 6-bolt angle-bars broken in half. These splices should be replaced at once. Rigid and spring frogs, split switches, and both rigid and automatic switch stands are used. The frogs and switches were generally in good condition with the exception of the crossing frogs at Thomson which require some new bolts, and the bolts should be tightened. The ballast is gravel of fair quality and sufficient in amount. The general track condition north of Greenwich can be improved by raising the track on the tangents. There is sufficient ballast along the track for a moderate raise, and if the track is raised as the ties are placed, it will be a material improvement. The right of way, fences, road crossings, and signs were generally in good condition. The sections are about 7 miles in length, and the force consists of 1 foreman and 5 laborers. This force is sufficient to maintain the tracks if properly administered.

There are 2 through truss bridges, 31 plate girder and I-beam bridges, 5 wooden stringer bridges with masonry abutments, 1 timber trestle, and 72 arch, box, and pipe culverts. They were generally in good condition. The bridges are numbered consecutively from 1 to 31 south of Greenwich, and from 1 to 9 north of Greenwich. The minor defects observed were as follows:

South of Greenwich: bridge No. 1 should have main rail and guard-rails full spiked to the ties; bridge No. 8 has a poor masonry abutment, the north span has 3 9-in. by 9-in. timber stringers under each rail, the masonry is relieved by a frame bent in the middle of the span: it is suggested that a rail floor or flat top culvert could be used to advantage in replacing this structure; bridge No. 9 should have repairs made to the north abutment; bridge No. 10 is about a 12-foot opening: the north abutment is failing, and a temporary frame bent has been erected in the middle of the span; bridges Nos. 18, 19, and 20 have abutments failing: temporary frame bents have been erected in front of each abutment; bridge No. 23 is one span I-beams on masonry abutments, the beams rest on wooden blocks, the shims under the rail should be removed, and bearing plates of the proper thickness should be placed under the beams; bridge No. 30 has low approaches, and track should be raised on each side of the bridge; bridge No. 31 is a 6 span deck plate girder bridge in generally good condition; there are no inside guard-rails on this bridge: they should be promptly installed; north of Greenwich: bridge No. 1 should have the main rail and guard-rail full spiked to the ties; bridge No. 3 is 3 spans of deck plate girders on concrete abutments and piers, the wing-walls on the south abutment have failed and require extensive repairs, the bridge seats are dirty, and the inside guard-rail is not full spiked to the ties; bridges Nos. 4, 6, and 7 should have inside guard-rails full spiked to the ties; bridge No. 8 should have main rail and inside guard-rails



full spiked to the ties; bridge No. 9 should have main rail and inside guard-rails full spiked to the ties, and the bridge seats cleaned.

The principal passenger station is at Greenwich. This is a neat one-story brick and concrete building with concrete platforms, lawns, and driveways surrounding. There are 5 other frame stations and 1 frame shelter shed between Greenwich and Johnsonville. These stations are flag stops, and there was no apparent need for any additional facilities at any of these points. The stations were clean and no defects were noted.

There are no grade crossings with other steam railroads. One track is crossed by 1 electric track of the Hudson Valley railway at Thomson: trainmen flag the crossing when used by the steam trains, and the conductors of the electric cars flag the crossing when used by them.

A passenger service is operated between Greenwich and Johnsonville consisting of 3 trains each way a day. The freight service consists of 2 trains each way between Greenwich and Johnsonville and 1 train each way between Greenwich and Thomson. Train movements are controlled by telephonic train orders, timetables, and standard code train rules. There are no automatic or other block signals and none is necessary. Terminal facilities are provided at Greenwich which appear to be suited to the class of service performed. The Hudson Valley Railway Company operates its electric cars over the tracks of this company across the Hudson river at Thomson and a short distance either side thereof. The train crews using this track protect their movements against the electric cars. The railroad has light traffic throughout and particularly north of Greenwich where the service performed is in the nature of switching. One engine making a round trip daily on this part of the line is the only train operation. The speed of extra trains is limited to 20 miles per hour.

Since the previous inspection there have been no changes in the track mileage; the tie renewals amounted to 7695, or about 13 per cent; several of the bridges between Greenwich and Johnsonville have had the decks renewed with ties and outside guards; the trestle approach to bridge No. 1 at Greenwich has additional stringers and some new ties; the overhead highway bridge No. 2 at Middle Falls has been rebuilt in timber. There are no extensive improvements contemplated for this season. It is expected to renew about 6533 ties, and to re-surface the tracks in many places, especially between Greenwich and Thomson.

It is recommended (1) that the minor defects in the track enumerated in the body of the report be remedied; (2) that the half angle-bars now in use be replaced with either 4- or 6-bolt splices full bolted; (3) that bridge No. 31 at Johnsonville be equipped with an inside metal guard-rail full spiked to the ties; (4) that all bridges not now so equipped have the main running rails and metal guard-rails full spiked to the ties.

Respectfully,

W. G. HIMES,

*Inspector Division of Transportation.*

#### JAMESTOWN, WESTFIELD AND NORTHWESTERN RAILROAD.

Inspected June 10, 1914. Last previous inspection July 9, 1913.

*To the Public Service Commission, Second District:*

I have made an inspection of the Jamestown, Westfield and Northwestern railroad and submit the following report:

This railroad, formerly known as the Jamestown, Chautauqua and Lake Erie railway, extends from Jamestown to Westfield, a distance of 33 miles. Connections are made at Jamestown with the Erie railroad, at Westfield with the Lake Shore and Michigan Southern railway, and at Mayville Junction with the Western New York and Pennsylvania railway. The trains of this railroad use the Pennsylvania tracks from Mayville Junction to Mayville, 1.2 miles, and from Mayville to the Chautauqua Assembly Grounds there is a branch line of 2.8 miles which is used only for switching service. Since the preceding inspection was made this railroad has been reorganized and transferred to new management. Radical improvements have been started, and the line is being equipped for electric traction.

From Jamestown to Mayville Junction the line extends along the eastern shore of Chautauqua lake, and the grades are moderate. Between Mayville Junction and Westfield the dividing ridge between Lakes Erie and Chautauqua is crossed, and on the northern slope there is a heavy grade for a distance of about 8 miles. There is some fairly sharp curvature but this feature is not excessive.

South of Mayville Junction the cuts and fills are of moderate extent. North of that point however some fairly heavy grading was required, and many of the cuts are in poor condition: the

material slides readily when wet, and a large amount of ditching is needed; one gang was ditching with hand tools at the time of the inspection. Some of the fills are too narrow to form a good roadbed, and the material taken from the cuts should be used in widening the fills as far as practicable. The surface and alignment of the track are poor, excepting a few miles of track which have been surfaced this Spring. It was stated that practically the whole line probably will be surfaced this season.

The track is laid with 60-lb. and 70-lb. rail coupled with 4-bolt and 6-bolt angle-bars. The 70-lb. rail is in fair condition but the 60-lb. rail is poor. Practically all of it is battered and bent, and there is a large number of split, piped, and otherwise defective rails. Two miles of new 80-lb. rail are being laid from Jamestown northward, and it was stated that the best of the rail taken up will be used in repairs. It is proposed also to lay a few miles of rail each year until all of the poor rail is eliminated. The condition of the track ties is fair to poor. A heavy renewal is being made at present which if completed will put the track timber in good condition.

The track appliances comprise split switches, rigid frogs, and automatic switch stands equipped with targets and lights. On the day of the inspection the south switch at Bemus Point was not locked, and a lens was missing from a switch lamp at Maple Springs. The track is ballasted largely with the gravelly soil found along the line, supplemented by cinders and slag in small quantities. Additional ballast of good quality would make a desirable improvement. The right of way is in fair condition, and fences are maintained where they are required. The road crossings generally are in good condition and are equipped with signs. A crossing north of Williams cut and another south of the brick road near Westfield have poor crossing planks, and the signs are leaning. The track sections have an average length of about 6½ miles. At the time of the inspection about 100 men were employed in the improvement work, the larger part of them being engaged on the track.

There is a large number of timber trestles, culverts, and cattle-passes on this line. The general condition of these structures has been considerably improved. Some of the structures still are in poor condition, and the following defects were found: two culverts south of Bentley's one has a poor cap, and the other has a poor stringer; culvert north of Driftwood has poor caps and posts; second culvert north of Colburn's has poor bulkheads; culvert south of Shore Acres has a poor stringer and poor ties; two trestles and two cattle-passes between Shore Acres and Bay View have a few poor sills, caps, stringers, and ties; culvert north of Bay View has poor piles; third culvert north of Chedwell needs more ties, and the deck should be drift bolted to the stringers; two trestles south of Dewittville have poor caps, stringers, and decks; two culverts north of Dewittville have poor walls and one poor stringer; trestle south of Hartfield, the south timber abutment is leaning, and the timbers are soft: the condition is bad and should be remedied at once; trestle north of Hartfield, the south bent is not plumb; three cattle-passes south of Williams cut have poor decks; cattle-pass north of Williams cut, the stone walls are leaning: these walls have been braced, but the general condition is not satisfactory; Pepper's cattle-pass has a bad wall plate and some poor ties; Laufer's trestle, some of the bents are not plumb. It was stated that bridge repairs are to be included in the general reconstruction work of the present season. A number of the culverts probably will be replaced by pipes. It is suggested that the bridges and culverts should be numbered. A convenient method is to give each structure as a number its distance in miles and hundredths of a mile from one end of the line.

The station buildings and shelters are all of frame construction and are of suitable size and design. Repairs are now being made where required to put these structures in good condition for the summer passenger traffic.

At Mayville Junction, 1 track is crossed by 1 track of the Western New York and Pennsylvania railway, protected by mechanical interlocking.

There is only a light traffic on this line. Steam locomotives are used at present, and train movements are controlled by timetable schedules, telegraphic train orders, and the operating rules. The line is being equipped for electric traction, however, and it is expected to begin the operation of electric cars between Jamestown and Mayville about July 1st. Freight traffic probably will be handled by steam locomotives for some time longer. The yard tracks at Jamestown have been transferred to the Erie railroad and are being operated by that company.

During the past year a considerable amount of repair work was done on the bridges, and a small amount of ballasting was done. The track is being surfaced; tie renewals are being made; 2 miles of new 80-lb. rail are being laid; and the stations are being repaired. It is proposed also to make necessary repairs to the bridges and culverts; to raise about 2 miles of track near Jamestown above high water mark; and to open the ditches.



A considerable amount of work was done in compliance with the recommendations of the preceding report, but the entire programme has not been completed. It is recommended that the defects named in this report be remedied.

Respectfully,  
J. B. STODER,  
*Steam Railroad Inspector.*

#### KANONA AND PRATTSBURGH RAILWAY.

Inspected June 1, 1914. Last previous inspection June 4, 1913.  
*To the Public Service Commission, Second District:*

I have inspected the Kanona and Prattsburgh railway and submit the following report:

This is a standard gauge single track railroad extending in a northerly direction from a connection with the Rochester division of the Erie railroad at Kanona, to Prattsburgh, a distance of 11.44 miles. The total length of all sidings and yard tracks is 0.56 mile.

This railroad follows the general topography of the region, and grades and curves are not excessive. The data on the exact percentage of grade and degree of curvature were not available, but it was observed that they had little effect on the operation.

The cuts and embankments are usually narrow, which does not allow room for proper ditches in the cuts and makes a narrow shoulder to support the ballast on the embankments. The embankment at the south end of bridge No. 2 on the creek side is very narrow and should be cribbed and filled promptly. The ditches are usually in fair condition. The ditch in the shale cut between bridges Nos. 1 and 2 is filled and should be cleaned. In several places they are overgrown with grass and weeds which interfere with the proper drainage of the roadbed.

The track alignment and surface are usually only fair, although where re-ballasting has been done recently they are good. Poor surface and line were noted about one mile on either side of telegraph pole 230, and at pole 260.

The track is laid with 60-lb. rail joined with 4-bolt angle-bar splices; it was in generally good condition and no defective rails were noted.

The ties are oak and chestnut. The renewals since the previous inspection amounting to 1508 ties, or about 5 per cent, were not sufficient for proper maintenance. It was explained that considerable difficulty was experienced in securing local ties in sufficient amount for the renewals. Poor ties were noted at telegraph poles Nos. 60, 65, south of 213, 260, 270, and at 280. Ties were distributed for renewals in a few places, but there are probably not more than 1000 ties on hand and it will require at least 3000 ties for renewals this season.

The ballast is gravel of a good quality. Some cinders have been distributed, and short stretches of track have been re-ballasted with them. More ballast is required between bridges Nos. 2 and 3. Cinders have been distributed between bridges Nos. 6 and 8. Additional ballast is required for about half a mile south of telegraph pole 205. The track is overgrown with grass and weeds in many places.

The track has been re-tied and raised on new ballast on the curve south of bridge No. 2; about one-half mile of track north of telegraph pole 99; north of pole 135; between bridges Nos. 8 and 9; and on the tangent and curve in the cut south of Prattsburgh; this work has been well done.

Rigid frogs and split rail type switches with rigid stands and targets are used; they were in satisfactory condition.

The right of way, road crossings, and fences were well maintained.

The sections are 2, about equal length, and the force consists of 5 men on each; this is sufficient for the proper maintenance of this railroad.

The bridges are all single span structures with the track supported on either steel or timber. There are 7 plate girder and I-beam and 10 timber stringer bridges. The defects noted were as follows: bridge No. 4 needs a new stringer; bridge No. 8 needs 3 new ties; bridge No. 10, the north abutment has been undermined and should be repaired at once; bridge No. 11 needs some new ties and should have drift cleaned off of the caps; bridge No. 13 needs 4 new ties; bridge No. 17 at Prattsburgh should have timber guard-rails on the span under the siding west of the main track. The main track and two other sidings are supported on I-beams. The bridge seats are filled with dirt and rubbish, and the beams are badly rusted over the bearings; these bridge seats should be cleaned off and the beams painted at once.

There are two frame station buildings in generally good condition, at Prattsburgh and Wheeler. There are numerous flag stops at public highway crossings where no facilities are provided, but the travel is local, and no unusual inconvenience was observed on this account. Joint use is made of the Erie railroad station at Kanona.

There are no grade crossings with other steam or electric railroads.

The train movements consist of 3 scheduled combination freight and passenger trains in each direction daily. The movements are controlled by operating rules and a timetable. There are no automatic or other signals, and none is necessary. The railroad is operated with one locomotive. The facilities are ample for the service rendered.

Since the previous inspection a new frame 1 stall enginehouse has been built replacing the old one which was destroyed by fire; and a mile or more of track has been re-ballasted with cinders and gravel. There are no extensive improvements authorized for this season.

It is recommended (1) that the defects in the bridges as noted in the body of the report be remedied; (2) that at least 3000 ties be placed in the tracks for the season's renewals; (3) that the other minor track defects noted in the report be remedied.

Respectfully,  
W. G. HIMES,  
*Inspector Division of Transportation.*

#### KEESEVILLE, AUSABLE CHASM AND LAKE CHAMPLAIN RAILROAD.

Inspected May 27, 1914. Last previous inspection June 12, 1913.

*To the Public Service Commission, Second District:*

I have inspected the Keeseville, Ausable Chasm and Lake Champlain railroad and submit the following report:

This railroad has a single main track of standard gauge extending from Port Kent, where it connects with The Delaware and Hudson Company's railroad, to Keeseville, a distance of 5.65 miles.

The line is built in the rough country lying on the west shore of Lake Champlain. There are some rather steep grades and sharp curves, but neither of these features is excessive for a railway carrying a light traffic. The cuts and fills are of moderate extent, and while rather narrow are fairly satisfactory. The drainage is good. The surface and alignment of the track are fair. On the curve east of the Chasm the alignment is poor, and the elevation of the outside rail apparently is too great for the usual speed of trains.

The track is laid with 60-lb. rail most of which is in fair condition. A number of defective rails were found, however, consisting of pipes, split heads and ends, and short pieces broken at the ends. These rails are at the following places: a rail with a split head and another with a split end between the Chasm bridge and the first bridge east; a rail with a broken end east of trestle No. 2; 8 defective rails between trestle No. 1 and the tool house; a split rail east of the tool house. The track ties consist largely of oak and are in a generally fair condition. The renewal in the past year was about 16 per cent, and this rate of renewal should not be diminished. Split switches and rigid frogs are in use and are in fairly good repair. The track is lightly ballasted with gravel. The right of way is clean and open and is properly fenced. The road crossings are in good condition and properly equipped with signs.

A force of about 5 men is employed during the working season to handle both the track and bridge work. This amount of labor would be sufficient on the track but is not enough properly to cover both lines of work.

There is one steel bridge on the line consisting of a cantilever deck truss about 240 feet long across the gorge of the Ausable river. This structure is of light design but appears to be in good condition, except that painting is needed. There are 4 framed timber trestles, 2 of which form approaches to the steel span. These trestles are of light construction, and the bents rest on numberless blocks and wedges. This form of foundation is wholly unsuitable for a railway structure, and permanent foundations should be provided. At the west approach trestle, some blocks at the west end were loose, and there are several poor timbers including caps, sills, and braces; east approach span, the deck is very poor, and there are some poor sills and braces; new stringers have been put in these trestles, but there should be 3 stringers under each rail instead of 2 as at present; No. 2 trestle had some loose shims under the rails; part of the ties and some of the heavier timbers are in poor condition; the outside stringer on a curve needs bracing; one of the water barrels was empty; No. 1 trestle had loose blocking at the west end; the guard timber is not complete; there are several poor timbers in the structure; in Nos. 1 and 2, a third line of stringers has been added under each rail, leaving the old stringers in place, some of which are in poor condition. It is intended to continue repairs on all of these trestles as fast as material can be obtained. The present condition still is unsatisfactory, however, and the work should be carried through to completion. Trains run at slow speed over the trestles, and this restriction should be continued. No. 1 trestle is across a nearly dry ravine and should be filled if possible. The



smaller structures consist of concrete and stone boxes and timber stringers on masonry walls. They are in fair to good condition.

Two stations and two shelters at flag stops furnish suitable accommodations for the passenger traffic. Joint use is made of The Delaware and Hudson Company's station at Port Kent.

The traffic on this line is light through the larger part of the year. In the summer season there is a considerable excursion business to Ausable Chasm. One train crew handles all of the trains, and the facilities generally appear to be sufficient.

New stringers have been placed on the Chasm bridge and trestles, and a new deck on the steel structure. An additional line of stringers under each rail has been placed in the other trestles and a few other timbers have been renewed. Repairs have been made on the smaller structures. It is proposed to continue repairs on the bridge structures this year.

It is recommended that defective rails be removed from the track and that the repairs and strengthening of the timber structures be pushed forward to completion.

Respectfully,  
J. B. STODER,  
Steam Railroad Inspector.

#### LAKE CHAMPLAIN AND MORIAH RAILROAD.

Inspected May 28, 1914. Last previous inspection June 13, 1913.

*To the Public Service Commission, Second District:*

I have inspected the Lake Champlain and Moriah railroad and submit the following report:

This railroad is a single track standard gauge line, extending from Port Henry, where it connects with The Delaware and Hudson Company's railroad, to Mineville, a distance of 7 miles. At the latter point there are extensive yard tracks to the iron ore mines which furnish almost the whole of the traffic. The road is of heavy standard construction throughout.

The line ascends the lower ranges of the Adirondack mountains bordering Lake Champlain, involving heavy grades and sharp curves. The maximum grade is 4.04 per cent, and there also are two switchbacks which permit the gaining of elevation without extensive development of the line in distance. The cuts and fills have a full cross-section, and the drainage is good. The surface and alignment of the track are first-class throughout.

The track is laid with 90-lb. rail, all of which is Bessemer steel excepting one mile of ferro-titanium steel. The rail is in good condition. The track ties consist of white oak and yellow pine timbers, and ample renewals are made for maintaining the track in good condition. The line is heavily ballasted with mine tailings. The track appliances, consisting of split switches, rigid and spring frogs, and automatic stands, are in good repair. The right of way is clean and properly fenced. The road crossings are in good condition and equipped with the standard signs. There are 3 track sections of about 5 miles each which include some of the principal yard tracks. The track forces consist of about 5 men per section, and with this labor the track is very well maintained.

The bridge structures are all of moderate size and consist of 2 plate girders, 1 1-beam span, and 3 concrete arches. The culverts consist of pipes, and stone and concrete boxes. All of these structures are in good condition. There are two stations, one at each end of the line: these are small but are sufficient for the needs of the passenger traffic which is light.

The business of this road consists almost wholly of the transportation of iron ore from the mines in the vicinity of Mineville. No regular passenger service is maintained, but passengers are carried in a coach attached to the ore trains. There are fairly extensive yard and dock facilities at Port Henry where part of the ore is transferred to boats. A telephone is used for train dispatching but ordinarily there is only one train at a time on the road. Derails are installed where needed, and one in the main track above the switchback is attended by a switchman.

During the past year the following improvements were made: a scale track about 900 feet long was built in the Mineville yard; one mile of 90-lb. ferro-titanium rail was laid in the main track; one mile of main track was re-ballasted with mine tailings. This railroad is being maintained in excellent condition for the traffic which it handles, and no recommendations are required.

Respectfully,  
J. B. STODER,  
Steam Railroad Inspector.

#### LAKE SHORE AND MICHIGAN SOUTHERN RAILROAD.

Inspected June 8, 1914. Last previous inspection July 7, 1913.  
*To the Public Service Commission, Second District:*

I have inspected that part of the Lake Shore and Michigan Southern railway which lies within the State of New York and submit the following report:

This railroad extends from Buffalo westward to the New York-Pennsylvania state line, a distance of 67.79 miles. There are four main tracks the whole distance, excepting a few miles of two track line in the city of Buffalo. Direct connection is made with the New York Central and Hudson River railroad at Buffalo, and there also are connections with other eastern lines either directly or over the terminal railways of that city.

The line extends across the rolling country which borders Lake Erie, and some fairly heavy grading was required especially across the deep gorges of several creeks. The cuts and fills have a full cross-section, and suitable drainage is provided. Both grades and curvature are very light and especially adapted to a heavy traffic. The surface and alignment of the track are good throughout.

The two high speed tracks are laid with 100-lb. rail throughout, and the two freight tracks have both 100-lb. rail and 80-lb. rail. The rail is in good condition and is spliced with 6-bolt angle-bars and with continuous and Bonzano joints. A pair of broken continuous bars was found in track No. 1 at Brocton. The track ties quite generally are in good condition, and ample renewals are made. Switches and frogs are of modern design intended for heavy service and apparently are all in good repair. Tie-plates are used extensively, and it is expected soon to make a more extended use of rail anchors. Derails are used where that form of protection is desirable. The tracks are ballasted almost wholly with crushed stone, there being a small amount of cinder ballast on the freight tracks. The right of way is open and well kept, and properly fenced where fencing is required. The road crossings are in good condition and equipped with standard signs. The track sections have an average length of 8.1 miles of single track, and the track forces amount to 8 men per section during the working season. The amount of labor employed appears to be ample for securing good maintenance.

All the bridges and culverts have been built in some permanent form of steel or masonry, and quite generally they are in good condition. A few poor ties were found on Nos. 229, 215, and 195, and some poor guard timber on No. 101. The new rolling lift drawbridge over Buffalo creek has been in service for some months.

The station buildings are in good condition and are kept very clean and neat. Well ordered grounds and lawns are maintained at most of the stations and present a very attractive appearance.

At Buffalo, 4 tracks are crossed by 2 tracks of the Erie railroad, protected by a tilting board signal; 2 tracks are crossed by two tracks of the Buffalo Creek railroad, protected by electric interlocking. At Dunkirk, 2 tracks are crossed by 1 yard track of the Erie railroad, protected by mechanical interlocking. There are no grade crossings with electric railroads.

This railroad handles a heavy traffic of both freight and passenger business. Train movements are controlled by timetable schedules, telephonic train orders, and the standard operating rules; there also is a complete system of automatic block signals. The blocks are about one mile long, and the signals are of the 2-position home and distant type with the blades working in the lower quadrant and normally indicating stop. Interlocking plants have been installed at a number of points for controlling the switches in crossovers and turnouts. The terminal facilities at Buffalo include the large yard at West Seneca and a double track freight connection to the Gardenville yard of the New York Central and Hudson River railroad. The smaller yards and other facilities along the line appear to be sufficient for the requirements of the traffic.

During the past year the following improvements have been made: increase in mileage of sidings 0.51 mile; the rolling lift bridge across Buffalo creek was completed; new 100-lb. rail laid replacing 100-lb. rail 15.07 miles; relayer 100-lb. rail laid replacing 80-lb. 9.30 miles; ballasting with crushed stone 31.01 miles.

This railroad property is being maintained in very good condition for carrying its traffic. The only recommendation required is that the minor defects mentioned in this report be remedied.

Respectfully,  
J. B. STODER,  
Steam Railroad Inspector.

#### LEHIGH AND HUDSON RIVER RAILWAY.

Inspected May 27, 1914. Last previous inspection June 2, 1913.  
*To the Public Service Commission, Second District:*

I have inspected that part of the Lehigh and Hudson River railway which is within the State of New York and submit the following report:

This is a standard gauge, single track railway extending in a southwesterly direction from a connection with the Central New England railway at Maybrook to the New Jersey-New York state line, a distance of 25.20 miles. There are also physical connections with the New York, Ontario and Western railway at Burnside and the Erie railroad at Greycourt. The latter connection is by a sidetrack about 0.7 mile in length, made necessary by the overhead railway crossing at this point. The total length of all sidings and yard tracks is about 20.58 miles.



The general alignment of this railway is good. The curves are comparatively few in number, and the maximum is 6 degrees which is moderate for a railway of its class. The maximum grade is about 1.2 per cent 3700 feet in length ascending westwardly. The cuts and embankments are well formed, having a good cross-section on the embankments to provide a suitable shoulder for the ballast, and in the cuts to allow proper ditches for drainage. The ditches were well cleaned and appeared properly to drain the roadbed. The only exception noted was in the cut west of bridge No. 16 where it is expected to install porous tile to insure a proper drainage. The alignment and surface are good throughout. There are no unusual features in the construction or operation of this railway.

The tracks are laid with 12.6 miles of 100-lb. open hearth rail joined with 28-inch Bonzano 6-bolt joints, and 12.6 miles of 80-lb. Bessemer rail joined with 30-inch angle-bars of the 6-bolt type. The curves are laid with the 100-lb. rail, and when necessary to replace turnouts it is done with 100-lb. material. The ties are oak, chestnut, yellow pine, and treated yellow pine. The main track tie renewals are made with treated ties. The curves are tie-plated throughout, and the treated ties are equipped with heavy plates bored for screw spikes of a design similar to the Delaware, Lackawanna and Western railroad standard. The rails are fastened to the ties with screw and nut spikes. The tie renewals since the previous inspection amounted to 16,292, or about 12.5 per cent: this is sufficient for proper maintenance. The track is ballasted with cinders and gravel in about equal proportions, of generally good quality and sufficient in amount. Since the previous inspection about 7 miles of track have been re-ballasted with gravel. The right of way is cleared, clean, and well kept. The fences are well maintained throughout. The highway grade crossings and signs are properly maintained. The sections are about 5 miles in length except in the yards where the length is less, so that each section has an average of about 8.1 miles of track. The working force consists of a foreman, track walker, and 6 men during the working season. This is sufficient for a proper maintenance of the tracks.

The following is a statement of the number and kind of bridge structures: 4 steel deck plate girders; 9 steel through plate girders; 7 steel I-beam bridges; 5 rail stringer bridges; 2 timber stringer bridges; 1 concrete arch; 48 concrete and stone culverts; 58 pipe culverts, steel, concrete, and tile; 7 timber box culverts. The bridges were generally in good condition and properly maintained. The minor defects observed were as follows: bridges Nos. 19 and 23 should have the bridge seats cleaned; bridges Nos. 38, 45, and 48 should have the inside guard-rail full spiked to the ties. Since the previous inspection 5 open span bridges have been replaced by concrete flat top structures with ballast floor; 7 steel bridges have been replaced with steel designed for the Cooper E. 60 loading. These improvements are in line with modern practice. The former reduces the maintenance cost and minimizes the danger of accident, and the latter provides for increased weight of equipment in the future.

There are 7 frame and 1 combination stone and frame station buildings. Joint use is made of the Central New England station at Maybrook, the New York, Ontario and Western station at Burnside, and the Erie station at Greycourt. The station buildings, grounds, platforms, and driveways were in good condition, and no defects were observed.

Two steam railway tracks of the New York, Ontario and Western railway are crossed at grade by 1 track of the Lehigh and Hudson River railway near Burnside, protected by mechanical interlocking with signals and derails. There are no grade crossings with electric railroads.

Train movements are controlled by operating rules, timetables, telegraphic train orders, and automatic absolute and permissive block signals. A passenger service is performed over the entire line. The freight service is usually at high speed. The traffic is principally through freight and coal received from and delivered to connecting lines.

Since the previous inspection, the mileage of the main tracks has not been changed; the mileage of sidings has been decreased about 0.37; 8.98 miles of new 100-lb. open hearth rail has been laid replacing 80-lb. Bessemer; 16,292 ties, or 12.5 per cent, have been renewed; 7 miles of track have been re-ballasted with gravel; the masonry on bridges Nos. 38 and 40 has been replaced with concrete; 5 open bridges have been replaced with concrete top culverts; 7 new steel bridges have replaced lighter steel structures; 2 90-ft. turntables have replaced 70-ft. tables at Maybrook and Warwick; 6 additional stalls have been built on the enginehouse, and a new oil storage vault has been constructed at Warwick; automatic signals have been installed over the entire railway. There have been no authorized improvements for the current season. It is, however, expected to renew about 14,000 ties with treated yellow pine. This railway is maintained in a satisfactory manner, and the improvements which have been made are in line with advanced methods. It is recom-

mended that the inside guard-rails be full spiked to the ties on all bridges.

Respectfully,  
W. G. HIMES,  
*Inspector Division of Transportation.*

#### LEHIGH AND NEW ENGLAND RAILROAD.

Inspected May 28, 1914. Last previous inspection June 3, 1913.  
*To the Public Service Commission, Second District:*

I have inspected the Lehigh and New England railroad and branches within this State and submit the following report:

This is a single track, standard gauge railroad. The main line extends westward from a connection with the Pine Island branch of the Erie railroad to the New Jersey-New York state line at Liberty Corners, a distance of 4.11 miles. The Glenwood branch, or Pochuck railroad, extends in a southerly direction from a connection with the main line at Glenwood Junction to the New York-New Jersey state line, a distance of 2.12 miles. The Empire branch, about 1 mile in length, extends in an easterly direction from a connection with the Pochuck railroad at Caleite Junction to the abandoned limestone quarries. About 2000 feet of this branch is now used for the storage of cars. The balance is unfit for use and is practically abandoned.

The main line of this railroad is in the marshy valley of the Wallkill river, and the grade is practically level; however, in one or two places where the line leaves the marsh and ascends to more solid ground very moderate grades are employed. The maximum grade is about 0.3 per cent. The railroad was built along the line of least resistance, and as the country traversed is nearly level and few obstacles were encountered; there are very few curves. Where necessary they are of moderate degree, the maximum being about 6 degrees. The Glenwood branch connects with the main line on the swampy ground, and for a short distance therefrom is nearly level. Leaving the swampy ground it ascends the Pochuck mountain on very heavy grades, the maximum of which is about 5 per cent, and with frequent sharp curves reaching a maximum in 15 degrees. The Empire branch, now used as a siding, is tangent for the greater part of its length, and aside from a grade near the junction is nearly level. The main line is on an embankment throughout the greater part of its length. This embankment was originally made by casting the earth from the sides of the right of way to the center: on this the track was laid and ballasted. The excavated trenches on the sides form the drainage ditches. The soil within a foot or so of the top is saturated with water, and the ditches are seldom dry. The embankments have been widened with cinders and gravel, and the track raised repeatedly in past years. The unstable character of the subsoil makes the maintenance of this track a source of annoyance and expense. The grading on the Glenwood branch is extremely light. Curves and grades were employed to avoid all grading possible. The cuts are usually narrow but present no difficulty to proper drainage as the grades are steep enough to carry the water away from the roadbed. The alignment and surface of the main track are fairly good. This is extremely difficult to maintain as the track is constantly creeping in the direction with the loaded trains, and the rail getting tight at the joints has a tendency to buckle. This condition is usually aggravated by low joints, but there were no low joints observed, and the track was in as good surface and alignment as it is possible to have with the present light rail. The Glenwood branch has only fair surface and alignment, but as it is used only for freight service with an engine and never more than 2 cars one round trip each day, this presents no serious difficulty.

The main line is laid with 60-lb. Bessemer rail joined with angle-bars of the 4-bolt type. The Glenwood branch is also laid with 60-lb. rail and a small amount of 70-lb. Bessemer, principally on the sharpest curves. The rail on the main track is in fair condition, but it is considered too light a section to withstand the tendency to buckle when the joints tighten from the rail creeping. The splices are worn on the top so that they do not fit the rail snugly. The rail on the branch is in poor condition being surface kinked and bent. The ties on the main line are 75 per cent long leaf, yellow pine, 10 feet in length, and the balance a mixture of oak and chestnut ties 8 feet long. The long ties were installed about 6 years ago, and some of the joint ties have been marred and split by the action of the rail joints on the spikes. This condition is not serious at this time, but some of these ties will probably have to be renewed next year. The tie renewals since the previous inspection were sufficient for proper maintenance. It is expected to replace about 370 ties on the main line and about 1000 ties on the Glenwood branch this season. Rigid and spring frogs, automatic switch stands with targets and lamps, and split rail switches are used. Anti-rail creepers were installed on the rail when the 10-foot ties were put in, but they were not of a good type; considerable difficulty has been experi-



enced in keeping them in place, and many are now broken or misplaced. Switchpoints are used at frequent intervals to permit the expansion in the rails. They are securely fastened to the rail, and are properly maintained. The switch lamp on the stand at the east end of the Pine Island siding is not properly adjusted. The lamp should be turned so that the light can be clearly seen by approaching trains. The ballast on the main line is cinders of good quality. They were liberally applied and form a good wide shoulder as a support to the 10-foot ties. The Glenwood branch is ballasted with a rather inferior grade of gravel and a few cinders. The right of way is cleared and in good condition. The fences where needed are in fair condition. The road crossings are few but well maintained. The crossing-signs should be painted. The section force consists of 6 or 8 men in the working season, and this is ample for the proper maintenance of the tracks.

The bridges on the main line consist of 5 pile trestles in generally good condition. The only criticism is that the short approach spans on several of the trestles should be removed and regular back walls substituted. The bridges on the Glenwood branch are 6 in number, consisting of 1 pile trestle and 5 wooden stringer bridges on stone masonry abutments. They are generally in fair condition. The following defects were noted: The first bridge south of Glenwood Junction should have new back walls; the first bridge south of Calcite Junction needs a new deck and 2 new stringers; the third bridge south of Calcite Junction needs new stringers and should have outer guard-rails.

There are no passenger stations. There are 3 freight platforms, level with a car floor, having enclosed sheds on each for the accommodation of less than carload freight shipments. Sidings are provided at frequent intervals for carload freight. At Eden on the Glenwood branch, the old creamery building is used as a freight house: the platform has collapsed and should be rebuilt.

There are no grade crossings with other steam or electric railroads.

There are no automatic block or other signals, and none seems necessary. Train movements are controlled by operating rules, timetables, and telephonic and telegraphic train orders. The traffic is principally coal from the Pennsylvania regions and other products destined to New England points. The freight trains operate by trackage agreement over the Pine Island and Montgomery branches of the Erie railroad to Campbell Hall Junction where connection is made with the New York, Ontario and Western railway, the Wallkill Valley railway, and the Central New England railway. The local traffic is principally dairy and farm products. Terminal facilities owned at Campbell Hall Junction consist of two sidings for the interchange of cars with connecting railroads.

There have been no extensive improvements since the previous inspection. Minor repairs to the bridges and the ordinary track repairs, including tie renewals, have been made. The storm in March destroyed the telephone line, and it will be rebuilt with copper clad wire as an extension to the dispatcher's telephone line. The old telephone line was connected with the office at Sussex which had telegraphic communication with the dispatcher. With the reconstruction of the telephone line and its connection with the dispatcher's line, direct telephonic communication with the dispatcher will be established. Relaying 80-lb. rail with 4-bolt angle-bar splices is being distributed to replace the 60-lb. rail on the main line. It is proposed to lay this rail at once and install new rail anchors. It is expected that this heavier section of rail properly anchored to the ties will prevent much of the trouble with the creeping track and permit the removal of some or all of the switchpoints now used to take up the expansion in the rails. 370 ties on the main line, 660 on the sidings, and about 1000 on the Glenwood branch will be this season's tie renewal: this is sufficient for proper maintenance.

This railroad is being maintained in a satisfactory manner. It is recommended that repairs be made promptly to the bridges on the Glenwood branch.

Respectfully,

W. G. HIMES,

Inspector Division of Transportation.

#### LEHIGH VALLEY RAILROAD.

Inspected July 27 to 31, 1914. Last previous inspection October 20 to 25, 1913.

To the Public Service Commission, Second District:

I have inspected the Lehigh Valley railroad in the State of New York and submit the following report:

The lines of this railroad lying within the State of New York comprise the whole of the Buffalo division and the larger part of the Seneca and Auburn divisions. The mileage is as follows:

Line	From	To	Miles
<i>Seneca Division:</i>			
Main line.....	State Line near Sayre, Penna.....	Manchester.....	89.10
Waverly branch.....	State Line near Sayre, Penna.....	Waverly.....	0.41
Ithaca branch.....	Van Etten Jet.....	Geneva Jet.....	59.49
Willard branch.....	Hayt's Corners.....	Willard.....	2.98
Naples branch.....	Geneva.....	Naples.....	29.43
<i>Buffalo Division:</i>			
Main line.....	Manchester.....	Buffalo.....	86.07
Rochester branch.....	Rochester.....	H. block.....	28.72
Honeoye Falls spur.....	Honeoye Jet.....	Honeoye Falls.....	0.35
Niagara Falls branch.....	Niagara Jet.....	Tonawanda Jet.....	10.56
Lehigh and Lake Erie.....	Tiiff Farm Jet.....	Tiiff Farm.....	10.93
<i>Auburn Division:</i>			
Lehigh and N. Y. branch.....	State line near Sayre, Penna.....	N. Fair Haven.....	115.37
Elmira and Cortland branch.....	Elmira.....	Cannden.....	139.14
Auburn and Ithaca branch.....	Auburn.....	Ithaca.....	42.43
Cayuga branch.....	Cayuga Jet.....	Cayuga.....	4.40
Seneca Falls branch.....	N. Y. C. connection.....	Geneva Jet.....	10.59
Total in State of New York.....			630.01

The main line, Seneca and Buffalo divisions, has double track throughout its whole length and also 11.4 miles of third main track. The Lehigh and Lake Erie and Niagara Falls branches have double track, excepting on the latter where a single track 0.17 mile long extends under the New York Central tracks near Niagara Junction. The Ithaca branch has 1.03 miles of double track, and all the other lines are single track.

The main line enters the State in the valley of the Susquehanna river, from which it ascends to a summit near Alpine, and thence makes a long descent on the east side of Seneca lake to Geneva. From this point a rolling country is crossed until the level plain bordering Lake Erie is reached. There is some fairly heavy grading in a few places on this line, but as a whole the location is such that low grades and moderate curvature were secured with moderate construction work. The cuts and fills have a full cross-section and the track is well drained. A large amount of tile drainage has been installed both on the main and branch lines. The surface and line of the track quite generally are good. The Ithaca branch is a part of the original main line which terminated at Geneva. It crosses the divide between Lakes Cayuga and Seneca with fairly heavy grades and moderate curvature. The cuts and fills are in good condition and suitable track ditches are provided. There are several fast passenger trains on this line, and although the standard of maintenance is the same as for the main line the track surface between Ithaca and Geneva Junction is not as smooth as it should be for high class trains. Heavier rail is to be laid on this line soon however, and the opportunity should be used to improve the line and surface. The Lehigh and Lake Erie is a freight line extending around the eastern and southern city line of Buffalo to the lake front. It is built on a fill to avoid grade crossings, and its condition is fairly suitable for the traffic. The Lehigh and New York and the Elmira and Cortland branches extend across the rolling and rough country in the central part of the State, with heavy grades and sharp curves. The cuts and fills generally have fair cross-sections, and the ditches with a few exceptions provide suitable surface drainage. The alignment and surface of the track are fair to good. The Auburn and Ithaca branch follows the eastern shore of Cayuga lake for most of its length. There is a heavy grade ascending from the lake level to Auburn, and there are many sharp curves along the lake shore. The roadbed is well formed, and the surface and alignment of the track are fair to good. On the smaller branches the roadbeds and tracks are in fair to good condition, and there are no especially notable features.

The rail on the main line consists of 90-lb. and 100-lb. open hearth steel, and most of it is in very good condition. There are a few miles of 100-lb. rail on the Ithaca branch, and large amounts of 80-lb. and 90-lb. rail on all of the branch lines. The other weights of rail on the branch lines vary from 56-lb. to 76-lb. Good relayer rail from the main line is being laid on the branches, it being well adapted to the traffic on those lines. A few defective rails and poor rail joints were found, as noted further on.

The track ties consist largely of yellow pine with oak, chestnut, and cedar in smaller amounts on the light traffic lines. Treated ties are being largely used for renewals, and on the lines of heavy traffic they are being used exclusively. The condition of the ties generally is good, and where renewals have been made the rate of renewal is ample for maintaining the track timber. The renewals are not as far advanced however as they should be at this season, and on the Auburn division it was stated that only 35 per cent of the authorized renewals had been made. Track ties in ample quantities are said to be available, and it is suggested that the renewals should be pushed forward more rapidly in order that the track may be disturbed as little as possible during the fall months.

Crushed stone ballast is used on the main line, on the Ithaca and Niagara Falls branches, and on the Rochester branch north



of Rochester Junction. On the other lines cinder ballast is chiefly used, there being smaller amounts of gravel, slag, and stone screenings. Additional cinder ballast is being applied on the branch lines, there being a constant supply of this material from the engine terminals.

The turnouts consist of split switches with both rigid and spring frogs. With the heavy rail a large number of solid manganese steel frogs are used which require no frog bolts. Switch stands are largely of the automatic type and are equipped with the usual locks, targets, and lamps. On the single track lines some of the switches are equipped with bolt locks and semaphore signals. Other switches in single track territory are equipped with a clamp under the rails which holds the switchpoint against the stock rail when set for the main track. In the single track territory covered by new automatic signals another style of lock is being tried out. The essential feature of this lock or clamp consists of 2 metal blocks, 1 of which slides on the flange of each rail just in front of the switch. These blocks are operated by the switch stand and engage the switchpoints, clamping both points in proper position when the switch is set for either the main track or the siding. Derails are quite generally used on sidings, in many cases the derail being connected to the switch by a pipe line. Tie-plates and rail anchors are used extensively.

The right of way in most respects is well kept and suitably fenced. The road crossings generally are in good condition and are equipped with standard crossing-signs. At several crossings disc or banjo signals also have been installed, which give both an audible and visible warning. A trial is being made of building road crossings without planks. A good road ballast is placed across the track, and a top dressing of finer material is put on. The crossing is practically a short section of macadamized road, and if properly constructed and cared for it should give good results.

The track sections on double track have an average length of 4 miles, and the average force per section is about 9 men. On single track the sections which are equipped with hand-cars have an average length of about 6 miles, and the average force is 6 men per section. Motor section cars are used on some of the branch lines and the sections so equipped are made 8 to 10 miles long, and the section labor per mile is slightly reduced. The amount of track labor employed appears to be sufficient for properly maintaining the track.

The following is a list of the track defects which were found: Seneca division main line: poor surface on westbound track near milepost 295, 324, and west of milepost 335; curveworn rail on bridge east of Alpine; ties burning in many places on the westbound track west of Geneva; it was evident that hot coals had been scattered recently, and it was stated that the matter would be investigated; Ithaca branch: 2 broken frogs at Interlaken; mowing needed in the vicinity of milepost 337, 338; Naples branch: narrow cuts west of milepost 345 and west of milepost 347; a wet and sliding cut east of milepost 349; fence repairs needed west of milepost 355. Buffalo division main line: poor surface on westbound track in the vicinity of milepost 403; loose rail anchors in the vicinity of Wadsworth; poor plank in a road crossing west of milepost 390; Rochester branch: ditches filled and track rough in a cut south of Cedar Swamp; weeds in the track north of Lima, and mowing needed south of Woodruff; ditches filled between milepost 387 and 388; rough track north of milepost 391; Lehigh and Lake Erie branch: loose track bolts in the vicinity of bridges Nos. 445A and 446; 2 switch lamps not in line with the track at Tift Farm. Auburn division Lehigh and New York branch: several rough spots in the track between Smithboro and Tioga Center; a rail with a halfmoon break in the flange and a rail with a split end at pole W. U. T. 985; a rail with a halfmoon break in the flange about halfway between milepost 285 and 286; several broken angle-bars in the vicinity of mileposts 285, 286; a broken frog at Owego; insufficient ballast east of bridge No. 301; a narrow fill east of bridge No. 318; rough track in the yard at Freeville; a broken frog at Moravia; a narrow fill north of Glenwood beach; poor planking in a road crossing north of bridge No. 355; weeds should be cleared away from the pipe lines at the Sterling interlocking plant; poor track alignment between bridges Nos. 381 and 381A; a leaning sign at a road crossing south of Brick Church; a broken frog at Throop; rough track between bridge No. 357 and the trolley line crossing northward; poor planking in the street crossing north of bridge No. 357; Elmira and Cortland branch: weeds in the track south of Camden; rough track on a curve south of milepost 137, and south of milepost 120; ditches filled between mileposts 116 and 117; poor track ties between Blakeslee and the stone crusher; ditches filled north of milepost 103, and south of milepost 99; a leaning sign at a road crossing north of milepost 97; a piped rail between bridges Nos. 88 and 988; a switch point in poor adjustment at Truxton; rough track south of milepost 79; a broken frog north of Elm street, Cortland; an apparently defective rail a short distance north of milepost 71, and a rail with a mashed end south of bridge No. 67; a narrow fill south of bridge No. 65; ditching needed north of McLean; shims under a switch at McLean; a rail

with a mashed end about midway between milepost 62 and bridge No. 61; a leaning sign at a road crossing south of milepost 55; rough track between Varna and the overhead bridge northward; ditches filled south of milepost 51; narrow fills south of Snyder and between bridges Nos. 29A and 29; a broken angle-bar south of bridge No. 20; poor planking in road crossings south of bridge No. 15, and south of Erin; Auburn and Ithaca branch: a broken frog south of the Central New York Southern overhead bridge; an apparently defective rail on the east side of the track north of the north switch at Oakwood; a ditch filled south of Levanna; rough track south of Levanna and south of Aurora; an apparently defective rail on the east side of the track between bridges Nos. 312J and 311A; rough track south of milepost 311; a broken frog south of milepost 307; Cayuga branch: trees and brush close to the track north of Cayuga Junction; Seneca Falls branch: ditches filled near Seneca Falls; many bent rails between Waterloo and Geneva Junction.

On the main line and the Ithaca, the Niagara Falls, and the Lehigh and Lake Erie branches, all of the bridges and culverts have been built in some permanent form of steel and masonry. The other lines have a large number of timber cattle-passes and trestles, and also a large number of I-beams and plate girders of moderate span supported on timber bents. The bridges quite generally are maintained in good condition. The officers in charge of the structures had been over most of the lines previous to the inspection, marking the defective timbers and other parts needing repairs. The programme of work thus laid out covers practically all of the repairs required for proper maintenance. Certain defects which were found and other items requiring mention are as follows: Seneca division main line: No. 307 has cracks in the abutments, but the condition is not serious at present; No. 344A has a hole burned in the planking on the deck; the bridge is to be rebuilt; No. 344C has some poor guard timber; No. 359, a walk on the deck is not firmly supported; the bridge is to be rebuilt. Buffalo division main line: No. 445C has some poor guard timber; No. 445G and 446C have some poor ties; Lehigh and Lake Erie branch: Nos. 443, 444A, and 444B have some poor ties; No. 443A needs painting; No. 443B, the abutments have settled slightly but apparently there is no movement at present; No. 446B should have saprot trimmed off the deck timbers. Auburn division: There is a large number of timber structures on the several lines of this division on which the usual annual repairs are needed; this work was in progress at several places, and the renewals appeared to be suitable for proper maintenance; Lehigh and New York branch: No. 281 has some poor ties and the masonry is cracked; the structure is to be rebuilt; No. 289, one bridge seat on the pier is cracked; No. 354A has poor abutments; No. 358, the abutments are cracked but appear to be in safe condition at present; No. 359A, the abutments are cracked and bulged and are in poor condition; No. 361 has a poor deck, and the masonry in the abutments is loose; No. 351A is a light steel trestle reinforced with timber bents; an arch is to be built; No. 372A has a soft block under one girder and the back wall is poor; Elmira and Cortland branch: Nos. 104B and 101, the bridge seats need cleaning; No. 104, the counterbraces need adjusting; No. 91, the north wall needs repairs; No. 81A, drift should be cleared away from the structure; No. 80A, gravel and drift should be cleared out of the stream; No. 64A has some poor stringers and the north bent is out of plumb; No. 30A needs painting; No. 16C, the south mudsill had been undermined by a recent freshet; arrangements were made for immediate repairs; No. 10B, the channel of the stream needs clearing; No. 5C needs patch painting; Auburn and Ithaca branch: No. 339D has some poor guard timber; No. 334A, the masonry needs pointing; No. 320A, the northeast bridge seat is in poor condition; it is to be repaired; No. 310, the abutments are poor and are to be rebuilt.

There are brick station buildings in some of the larger cities and towns, but the larger number of stations have frame buildings. Some of the station buildings are small but generally the station facilities appear to meet the requirements of the traffic. Progress is being made on the new passenger terminal at Buffalo. At Weedsport and Sylvan Beach, the stations need painting. It was stated that this work has been postponed owing to a contemplated change in the standard station colors. It is suggested that painting should be done soon, as these stations present a very poor appearance. At Locke and Swartwood, minor repairs are needed on the platforms. At Freeville, the concrete platform has settled badly out of surface. It was stated that arrangements have been made for repairs.

On the main line at Rochester Junction, 2 tracks are crossed by 1 track of the Rochester branch (Lehigh Valley): the crossing has slip switch connections, which together with other switches at this place are controlled by a mechanical interlocking plant; at P. & L. Junction, 4 tracks are crossed by 1 track of the Buffalo, Rochester and Pittsburgh railway, protected by



mechanical interlocking; at Buffalo, 2 tracks are crossed by 4 freight tracks of the New York Central and Hudson River railroad; trains stop before going over the crossing and are governed by signals which slide in and out of a tower. Ithaca branch at Van Etten, 1 track is crossed by 1 track of the Elmira and Cortland branch (Lehigh Valley); the crossing has switch connections and is controlled by a mechanical interlocking plant. Naples branch at Stanley, 1 track is crossed by 3 tracks of the Northern Central railway, protected by an interlocking plant. Rochester branch at Mortimer, 1 track is crossed by 2 tracks of the West Shore railroad, protected by a mechanical interlocking plant. Lehigh and New York branch: at Owego, 1 track is crossed by 1 track of the Delaware, Lackawanna and Western railroad, protected by a semaphore signal; at Freeville, 2 tracks are crossed by 2 tracks of the Elmira and Cortland branch (Lehigh Valley), protected by a semaphore signal; at Auburn, 1 track is crossed by 1 track of the New York Central and Hudson River railroad; protection consists of interlocked signals, but there are no derails; at Sterling, 1 track is crossed by 1 track of the New York Central and Hudson River railroad, protected by an interlocking plant. Elmira and Cortland branch: at Elmira, 2 tracks are crossed by 1 freight track of the Delaware, Lackawanna and Western railroad, protected by a target signal; 1 track is crossed by 1 freight track of the Northern Central railway, protected by a target signal; and 1 track is crossed by 4 tracks of the Delaware, Lackawanna and Western railroad, protected by a mechanical interlocking plant; at Caroline Junction, 1 track is crossed by 1 track of the Delaware, Lackawanna and Western railroad, protected by a target signal; at Cortland, 1 track is crossed by 1 track of the Delaware, Lackawanna and Western railroad, protected by a mechanical interlocking plant; at Rippleton Junction, 1 track is crossed by 1 track of the New York Central and Hudson River railroad, protected by a target signal; at Canastota, 1 track is crossed by 2 tracks of the West Shore railroad, protected by mechanical interlocking; at Sylvan Junction, 1 track is crossed by 1 track of the New York, Ontario and Western railway; the crossing consists of a single track across the bridge over the Barge Canal, with a junction at each end, all of the switches being controlled by a mechanical interlocking plant. Auburn and Ithaca branch: at Auburn, 1 track is crossed by 1 yard track of the New York Central and Hudson River railroad; the New York Central crews protect their trains when using the crossing; at Ithaca, 1 track is crossed by 1 track of the Delaware, Lackawanna and Western railroad, protected by interlocked semaphore signals.

On the main line at Cheektowaga, 2 tracks are crossed by the International railway: an interlocking plant was installed as described in former reports, but it is not in operation, owing to a protest from the Erie railroad, which has tracks adjacent not included in the interlocking protection; the derails in the electric line are now thrown by hand; it certainly seems desirable that this plant should be remodeled to include the whole crossing and put in operation; at Louisiana street, Buffalo, 2 tracks are crossed by the Buffalo and Lake Erie Traction Company, protected by derails in the electric line; at Chicago street, Buffalo, 2 tracks are crossed by the International railway, protected by interlocked signals and derails in the electric railway track. Lehigh and New York branch at Auburn, 1 track is crossed by the Auburn and Syracuse Electric railroad, protected by a flagman and gates across the electric line; at Auburn, 1 track is crossed by the Auburn and Northern Electric railroad, protected by a flagman and derails in the electric line. Elmira and Cortland branch at Elmira, 1 track is crossed by 1 track of the Elmira Water, Light and Railroad Company, protected by derails in the electric line; at Horseheads, 1 track is crossed by 1 track of the Elmira Water, Light and Railroad Company, protected by derails in the electric line, and 1 yard track is crossed by the same electric line without protection; at East Ithaca, 1 yard track is crossed by the Ithaca Street railway, without protection; at Cortland, 3 tracks are crossed by 1 track of the Cortland County Traction Company, protected by derails in the electric line. Auburn and Ithaca branch at Renwick street, Ithaca, 1 track is crossed by 1 track of the Ithaca Street railway, protected by derails and signals; at State street, Ithaca, 1 track is crossed by 1 track of the Ithaca Street railway, without protection.

The main line of this railroad carries a heavy traffic of both passengers and freight. There are connections at Buffalo and Suspension Bridge with all of the western lines which terminate at those points, and at Tift Farm there is a large interchange of bulk freight with lake vessels, coal and grain being the chief commodities. Freight received at the terminals and from connecting lines at Buffalo and Suspension Bridge is taken to Manchester, the first division point eastward, and there classified into trains for the various eastern points to which it is destined. There is a third main track between P. & L. Junction and Stafford, which is used by heavy westbound freights in going up a long grade, thus leaving No. 1 track westbound free for high

speed traffic. The construction of additional third main track at other points is contemplated. On the Auburn and Ithaca branch and the Lehigh and New York branch north of Auburn, there is a moderate northbound traffic of coal which is delivered to lake vessels at North Fair Haven. On the Rochester branch north of Rochester Junction there is a fairly heavy traffic; on all of the other branch lines the traffic is largely local and moderate in amount. The Seneca Falls branch has been extended to join the Cayuga branch, thus affording this railroad a direct line from Auburn to Geneva and Buffalo. Joint use is made of the New York Central track and bridge across the north end of Cayuga lake. The main line, the Ithaca branch, and the terminal branches near Buffalo are operated under an automatic block system, the blocks being about one mile long. Upper quadrant signals have been installed on the Ithaca and the Lehigh and Lake Erie branches, but elsewhere the block signals are the home and distant lower quadrant type, standing normally at stop. The other lines are operated under the manual block system, using the train order stations and signals. Telephones for train dispatching are being installed on this railroad and are now in service on the Seneca and Buffalo divisions and the Elmira and Cortland branch of the Auburn division. The telegraph is still in use on the other lines.

Besides the interlocking plants mentioned in the list of railroad crossings, there are other interlocking plants at the following points: near the New York-Pennsylvania state line, controlling switches at the north end of Sayre yard; at Van Etten Junction, controlling the main line and Ithaca branch routes; at Geneva Junction, controlling the junction of the Ithaca and Seneca Falls branches with the main line; at Manchester, controlling the switches at the east end of the yard; at Niagara Junction, controlling the main line and the Depew and Tonawanda branch routes; and at Tift Farm Junction, controlling the main line and Lehigh and Lake Erie routes. The terminal facilities at Buffalo, excepting the passenger station, appear to be good. As this was one of the later roads to enter Buffalo, it was carried above most of the other lines, thus largely avoiding grade crossings. Good facilities also are afforded at the various stations of the several lines for handling the existing traffic.

The following notable improvements have been made in the past year: the mileage has been increased by 7.20 miles of third main track, 2.39 miles on the Seneca Falls extension, and 9 miles of sidings; new rail laid, 84.61 miles of 100-lb. rail and 5.39 miles of 90-lb. rail; relayer rail laid, 39.28 miles of 90-lb. rail, 5.64 miles of 80-lb. rail, and 4.13 miles of 76-lb. rail; ballasting consists of 14,600 cubic yards of crushed stone used in ballast repairs, and 4.40 miles of track ballasted with cinders; 60 bridges and culverts were rebuilt or heavily repaired; a new concrete and brick station was built at Gorham; section houses were built at Stafford and Williamsville; a transfer platform was built at Manchester; a large steel standpipe was installed at East Buffalo; upper quadrant automatic signals were installed on the Ithaca and the Lehigh and Lake Erie branches; extensive tile drainage was installed along the track in various cuts; streets near the stations at Elmira and Cortland were paved; work was continued on the Buffalo terminal; the rebuilding of the Cayuga branch and the construction of the Seneca Falls branch extension were completed and freight service installed.

Important improvements contemplated for the ensuing year include the following: the replacing of light rail on the branch lines with heavier relayer rail; additional third track on the main line; a concrete station at Trumansburg; an improvement of the line at Newfield; an increase in the track and station facilities at Ithaca; the installation of automatic signals on the Rochester branch; a continuation of the work on the Buffalo terminal.

The several lines of this railroad within the State of New York are maintained generally in good condition, and most of the defects listed above are of a minor character. The rails which appeared from the inspection engine to be defective should be examined to determine their fitness for service. The recommendations of the preceding report generally were carried out. It is recommended that the repairs of bridges and culverts be carried out as outlined in the company's programme of bridge work; that the other defects of track and structures enumerated in this report be remedied.

Respectfully,

J. B. STODER.

Steam Railroad Inspector.

#### LITTLE FALLS AND DOLGEVILLE RAILROAD.

Inspected May 11, 1914. Last previous inspection July 26, 1912.

To the Public Service Commission, Second District:

I have made an inspection of the Little Falls and Dolgeville railroad and submit herewith the following report:



The Little Falls and Dolgeville railroad is a single track line of standard gauge extending in a northerly and southerly direction from Little Falls to Irondale a distance of 13.97 miles. Passenger trains are operated regularly between Little Falls and Salisbury Center, a distance of 12.35 miles. Physical connections at Little Falls facilitate the interchange of freight and passengers with the Mohawk division of the New York Central and Hudson River railroad. Terminal facilities, including interchange and storage sidings, a turntable, and water station, are located at Little Falls. The enginehouse, a turntable, water and coal station, and yard tracks are at Dolgeville. There is a wye for turning engines at Salisbury Center, and a turntable not now in use at Irondale. There are sidings to various industries and for local shipments at various points along the line. The total length of all sidings is about 1.5 miles.

This railroad ascends from the Mohawk valley at Little Falls to its northern terminus at Irondale on grades varying from moderate to comparatively heavy. The maximum grade is 2.08 per cent, and the maximum curve is 9 degrees. Near Little Falls the railroad is benched in the rock bluff for about two miles, and the excavation was comparatively heavy. The sideling location necessitated several retaining walls and several comparatively long trestles and bridges over ravines. The balance of the line has much lighter earth work. The cuts and embankments were generally of ample cross-section properly to support the track, and the ditches were in good condition and seemed properly to drain the roadbed. The alignment and surface of the track south of Salisbury Center were good. It was from fair to good between Salisbury Center and Irondale where a switching service only is performed. There are no unusual features in the construction or operation of this railroad.

The tracks are laid with 3.89 miles of 65-lb. and 10.08 miles of 60-lb. Bessemer rail. It was in generally good condition. One rail in the main track at the siding near the south end of Louck's cut is either piped or has a split head, and should be removed at once. The ties are a mixture of yellow pine and cedar. When the renewals for the present season, amounting to 3500 ties, have been made the track will be in good condition. The rails are joined with 4- and 6-bolt angle-bars. Rigid and spring frogs, rigid switch stands, and split switches are used. They were generally in good condition, and no defects were noted. The ballast is principally crushed stone. There are however several places where cinders are used. The ballast is generally of good quality and sufficient in amount. The right of way is clean and well kept, and the fences, road crossings, and signs were in good condition. The sections are about 7 miles in length, and the force consists of a foreman and 6 laborers on each section. This is sufficient properly to maintain the track and its general good condition proves that this force is ample.

There are 11 single span timber cattle-passes, 5 timber trestles ranging in length from 53 to 438 feet, 1 deck truss, and 2 steel trestles with timber trestle approaches. The total length of all the timber spans is about 1600 feet, while the actual opening required for drainage or other purposes is a small percentage of this. The constant repairs and attention required to keep these trestles in repair, and the danger from fire make them a heavy item of expense. It has been suggested in previous reports that a tentative programme be prepared for distributing the work of filling these trestles over a number of years. Since the last inspection 1 timber cattle-pass has been replaced with a concrete structure. It is proposed to replace the present timber trestle over State street, Dolgeville, about 100 feet in length, with a 3-span through girder bridge with concrete abutments: this is in line with the suggestions heretofore made and is commendable. There are also 1 pony truss bridge and 1 deck plate girder bridge on masonry abutments. The minor defects noted on the bridges were as follows: bridge at station 2 plus 337 needs some new guard stringers; bridge at station 2 plus 637 needs some new ties and guard stringers; bridge at station 12 plus 638 should have guard-rail full spiked; bridge at station 14 plus 899 needs some new guard stringers, and guard-rail should be full spiked; cattle-pass at station 22 plus 943 needs new sills and plumb posts; cattle-pass at station 32 plus 086 needs new caps; bridge at station 35 plus 511 needs about 130 new ties on the steel spans, and guard-rail should be full spiked; bridge at station 50 plus 000 needs new ties and stringers: it is proposed to replace this bridge with steel girders and concrete abutments this year; bridge at station 64 plus 089 has a few ties with saprot: this should be adzed off at once to lessen danger from fire.

There are 5 frame passenger stations in generally good condition. Agents are in charge of the stations at Dolgeville and Salisbury Center. Joint use is made of the New York Central and Hudson River railroad station at Little Falls. The stations seem to afford ample facilities for the class of service performed. There are no grade crossings with other steam or electric railroads.

The business handled consists principally of in- and outbound freight to the various industries along the railroad. Several large industries are located in Dolgeville. The iron ore mines at Irondale are not being worked at the present time. Lumber and lumber products are shipped from Salisbury Center. A private branch line is being built to facilitate handling the products from a tract of about 22,000 acres of timber land. A good passenger service is maintained between Salisbury Center and Little Falls. Trains are operated by telegraphic train orders, timetable, and operating rules. There is no block system in use and none seems necessary.

Since the previous inspection one timber cattle-pass has been replaced with a concrete structure of modern design; two new concrete walls replacing dry masonry walls near the Pierce Stone Company's plant have been built; 3982 cross-ties have been replaced representing a renewal of about 11 per cent. It is expected to renew about 3500 ties, or about 10 per cent, during this season, and the present timber trestle over State street, Dolgeville, will be replaced with a modern steel girder bridge on concrete abutments.

This railroad is being maintained in a satisfactory manner. When the season's track work has been completed and the minor defects in the structures remedied the railroad will be in good condition. It is recommended (1) that the minor defects in the track and bridges enumerated in the body of the report be given prompt attention; (2) that the metal guard-rail on all bridges be full spiked to the ties.

Respectfully,  
W. G. HIMES,  
Inspector Division of Transportation.

#### LONG ISLAND RAILROAD.

Inspected April 21 to 24, 1914. Last previous inspection May 7 to 9, 1913.

To the Public Service Commission, Second District:

I have inspected that part of the Long Island railroad which lies within the Second Public Service District of the State of New York and submit the following report:

The Long Island railroad within the Second Public Service District comprises the following lines:

Line	From	To	Miles
Main line	City line	Greenport	80.75
Montauk division	City line	Montauk	100.92
Oyster Bay branch	Mineola	Oyster Bay	14.57
Wading River branch	Hicksville	Wading River	45.39
Far Rockaway branch	Valley Stream	City line	4.71
Long Beach branch	Lynbrook	Long Beach	5.24
Hempstead branch	Mineola	Hempstead	2.74
Valley Stream branch	Hempstead Crossing	Valley Stream	6.15
North Side division	City line	Port Washington	5.28
Sag Harbor branch	Bridghampton	Sag Harbor	4.43
Manor branch	Manorville	Eastport	6.00
Central extension	City line	Babylon	19.98
Bethpage branch	Bethpage Junction	Bethpage	1.50

There is double track on the lines in and near New York city extending on the main line and Wading River branch to Hicksville and Syosset; on the Montauk division and Long Beach branch to Oakdale and East Rockaway; on the Oyster Bay branch to Locust Valley; and on the North Side division to Great Neck. The Central extension is not operated with a regular service between Garden City and Babylon.

The surface of Long Island is rugged along the north shore and slopes to more level ground along the south shore. The railway lines are fitted to the rolling surface of the ground, involving many curves and grades. Some of these grades are rather steep but they are not very long, and present no serious obstacle to the operation of trains. The cuts and fills are of moderate extent and quite generally are in good condition. On the north side of the island the grading extends through various materials including clay and gravel, but in the central and southern parts of the island the soil is very sandy. Suitable track ditches are provided, and the drainage generally is good. On the North Side division east of Great Neck, there is a slide of earth in a cut, and the roadbed is saturated with water. It is suggested that a moderate amount of tile drainage would be a desirable improvement. The line and surface of the track are good and well suited to the character of the traffic.

The lines of heavy traffic near New York city are laid largely with 100-lb. rail. Outside of this zone of dense traffic there is a large mileage of 85-lb. and 80-lb. rail, and on the lines of light traffic there are various amounts of 76-lb. to 56-lb. rail. The rail is in good condition, and no cases were observed either of defects or excessive wear. The track ties generally are in good condition, and the annual renewals apparently are sufficient for proper maintenance. The renewals for the current year were well advanced at the time of the inspection. Treated ties are used to a limited extent, more particularly on construction work. The track appliances consist of split switches, rigid and spring frogs, derails, guard-rail clamps, tie-plates, and rail



anchors. These appliances quite uniformly are in good repair and performing the several functions for which they are intended. The ballast consists of sand, gravel, and cinders, and it appears to be satisfactory both in quality and quantity. Owing to the heavy passenger traffic on this railroad especially in the Summer, the roadbed is oiled each Spring to prevent the raising of dust by passing trains. The right of way is clean and well kept, and fences are provided where they are needed. New fences are built with concrete posts and heavy galvanized wire, the latter being required to withstand the corroding effect of the salt atmosphere. Road crossings and signs are maintained in good condition. The track sections are in various lengths of 3 miles to 7 miles, and the track forces are 4 to 6 men per section. The general condition of the road indicates that this amount of labor is sufficient for proper maintenance.

A large proportion of the bridges and culverts have been built in permanent forms of masonry and steel. Of the steel structures there are 5 steel trestles, 1 through truss, and a large number of plate girders and I-beams of moderate span. The bridge steel appears to be in good condition except that in a few places painting is needed. This work is provided for in the programme of bridge repairs. The bridge masonry quite generally is of very good quality. There are several timber trestles on the lines at the east end of the island and on the Long Beach branch. These structures are in good condition, the annual repairs apparently being fully sufficient for good maintenance. Drawbridges of moderate span are located at several streams and inlets which are navigated by small boats. Interlocking devices are used for the protection of trains at these openings.

Owing to the large local passenger traffic on this railroad, the stations are located at close intervals. The larger proportion of the stations are of frame construction, and as they were built a number of years ago before the railroad lines were consolidated there is no evidence of uniform design. Some of these older stations are quite small, but in general the station facilities appear to serve the needs of the existing traffic. At a number of the more important points, modern station buildings of brick or concrete have been erected in recent years. Most of the stations have separate express and freight houses. The station buildings and grounds quite generally are clean and well kept. The salt atmosphere on the island has a disintegrating effect on paint, and some of the frame stations need painting. It was stated that a certain amount of this work will be done this season. At stations in double track territory there is a fence between the two tracks extending the length of the station platforms. At some of the more important stations either subways or foot bridges overhead are provided. At other places there is an opening in the fence and a planked crossing for the use of passengers. At the smaller stations the opening in the fence is not protected. At the larger stations the opening in the fence is protected by a gate which is operated by a gate tender at a nearby street crossing. This arrangement provides some protection, but where traffic is heavy the crossing of tracks by passengers is always an element of danger. The use of foot passages either over or under the tracks should be carefully considered whenever station improvements are made on the double track lines.

At Mineola, 2 tracks of the main line are crossed by 1 track of the Oyster Bay branch, protected by interlocking. At Hempstead Crossing, 1 track of the Hempstead branch is crossed by 1 track of the Central extension, protected by interlocking. There are only 4 grade crossings of electric lines, all of which are protected by derails, gates, or interlocking.

The principal business of this railroad is the handling of a heavy suburban passenger traffic. During the winter months the passenger traffic to the east end of the island is moderate, but in the summer season there is a heavy traffic on all of the lines. The heavy traffic lines in and near New York city have been electrified, using the third rail system of transmission. The freight traffic is moderate in amount. Train movements are governed by the timetable schedules, operating rules, and train orders. Automatic block signals also are in service on the heavy traffic lines adjacent to New York city. The older signals are of the 2-position, lower quadrant, home and distant type, while signals more recently installed are the 3-position, upper quadrant form. Where automatic block signals are not in use, trains are manually blocked except on the least important branches and on that part of the Central extension branch over which there is no regular operation. This latter system has been installed during the past year. Besides the interlocking already mentioned at the crossings and drawbridges, there are interlocking plants at the junctions at Floral Park, Hicksville, and Valley Stream, and small interlocking plants also are located at the end of double track on the several lines. There are no very large terminals in this district. Owing to the requirements of the suburban traffic, there are engine terminals at several points on the different lines where trains lie over night. The buildings and sidings provided for freight traffic appear to furnish reasonable facilities for the existing business.

The larger part of the improvements being made on this road at present consists of extensive terminal facilities in the First

Public Service District. In the Second Public Service District during the past year 2 timber trestles have been replaced by concrete culverts, 2 stations have been rebuilt, and 4 grade crossings of highways have been eliminated. This railroad is in good condition for performing the service required of it, and the programme of maintenance work, especially on the track and bridges, appears to be well suited to the efficient operation of the property. It is recommended that some painting be done this season on stations where it is needed.

Respectfully,  
J. B. STODER,  
Steam Railroad Inspector.

#### LOWVILLE AND BEAVER RIVER RAILROAD.

Inspected May 19, 1914. Last previous inspection May 27, 1913.

*To the Public Service Commission, Second District:*

I have made an inspection of the Lowville and Beaver River railroad and submit the following report:

This line is standard gauge and has a single main track extending from Lowville, where it connects with the New York Central and Hudson River railroad, to Croghan, a distance of 10.44 miles.

Near Lowville the line crosses the Black River flats on a fairly heavy fill, and thence extends northeasterly across a rolling country. The curvature is moderate and the grades, although fairly heavy, are suitable for a light railway. The cuts and fills are in good condition, and track ditches are provided for surface drainage. The surface and alignment of the track are fair to good.

The rail is mostly a 60-lb. section, there being a smaller amount of 70-lb. rail; much of the lighter rail is considerably bent and battered, making it difficult to keep the track in good surface. It is apparent however that an effort is made to get the best results possible with this rail, and for the existing traffic it gives reasonably good service. The track ties are mostly of cedar and generally in good condition. The renewals, which will amount to 5000 ties this season, are now being made with yellow pine. The track appliances, consisting of split switches, rigid frogs, and both rigid and automatic switch stands, appeared to be in good working order. A considerable number of tie-plates are used on the curves. The track is well ballasted with native sand and gravel. The right of way is clean and open, and suitable fences are maintained. The road crossings and signs are in good condition, except that there are poor planks in the crossing south of the dam at New Bremen. The track work is handled by one track gang, consisting of 6 to 12 men during the working season. A motor section car is used, and it has been found both efficient and economical.

There are several steel bridges with moderate spans all of which are in good condition. The other structures are culverts and cattle-passes consisting of timber stringers on stone or concrete abutments. North of Lowville a cattle-pass has a poor abutment which is assisted by a timber bent: it is to be rebuilt soon. Cattle-passes near telegraph poles 154 and 329 have soft blocks under the stringers. First culvert north of New Bremen, the stringers are soft on the abutments, and it is evident that this result was hastened by the presence of dirt on the bridge seats which kept the timber damp. The culvert near New Bremen which was washed out should be rebuilt in some permanent form as soon as practicable. It is intended gradually to replace the timber stringers by reinforced concrete slabs.

There are 4 stations on the line, at 3 of which this company has good station buildings. At Lowville, the station building is owned by The New York Central and Hudson River Railroad Company and leased to this company.

One train crew handles all of the trains which are operated. There are turntables at both ends of the line for turning engines, and the facilities for handling both passengers and freight appear to be sufficient.

The only grade crossing is that of a narrow gauge industrial track at Lowville, no protection provided.

During the past year 1200 track feet of new 70-lb. rail were laid; concrete platform and walks were built at the Lowville station; and a small amount of ballasting was done. Improvements contemplated for the current year include the building of a concrete platform at the Croghan station, and the replacement of the timber stringers in several culverts with reinforced concrete slabs.

The recommendations of the preceding report generally were carried out. This line is maintained in a generally good condition for handling its traffic, and the normal amount of maintenance work is all that is required. It is recommended that the defects mentioned in the description of the structures be remedied.

Respectfully,  
J. B. STODER,  
Steam Railroad Inspector.



## MARCELLUS AND OTISCO LAKE RAILWAY.

Inspected October 5, 1914. Last previous inspection October 20, 1913.

To the Public Service Commission, Second District:

I have inspected the Marcellus and Otisco Lake railway and submit the following report:

This railroad is a standard gauge single track line extending from a connection with the New York Central and Hudson River railroad at Martisco to Otisco Lake, a distance of 9.5 miles.

The line lies in the valley of a creek which forms the outlet of Otisco lake and crosses the stream at several places. Between Martisco and Marcellus a considerable part of the line is built along the steep side of the valley with heavy grades and very sharp curves. South of Marcellus the location is more favorable and the grades and curvature are moderate. On the sidehill location south of Martisco there are several cuts which have steep slopes and at these places there is considerable trouble from slides. On other parts of the line the cuts and fills are in good condition. The surface and alignment of the track are fair and suitable for the light traffic which is handled. There was a strong growth of weeds in the track at several places south of Marcellus. A considerable amount of weeding has been done, and it was stated that the work will be finished this season.

The track is laid with 70-lb. rail which is in good condition. The joint fastenings consist of 4-bolt angle-bars. The track ties are oak, chestnut, and yellow pine, the general condition of which is fair. Additional renewals are needed in a few places this season, especially on a curve near Martisco. It was stated that 2500 ties are available and that the renewals will be made. Split switches with both rigid and spring frogs are used and are in good condition. The track is lightly ballasted with gravel and cinders, and the cinder ballast is gradually extended as this material becomes available from the engine terminal.

The right of way is in fairly good condition and suitably fenced. The road crossings are in good condition but the signs are poor at several crossings. New signs are on hand and will be erected soon. The track force consists of about 8 men during the working season.

There are five steel girder bridges of one span each, all of them being in good condition. The other bridges are timber trestles or timber stringers on stone and concrete abutments. These also are in good condition excepting for a few minor defects as follows: No. 2 has a poor guard timber; No. 5, drift should be cleared away; cattle-pass north of Rose Hill has a poor block under the stringers. A large amount of work has been done in repairing and renewing the bridges which were damaged by a freshet last year. An old abutment was being removed at No. 11 at the time of the inspection. At No. 7, one new abutment has been built, and the other will be built next Spring. There are stations at Marcellus, Rose Hill, and Otisco Lake, the latter being used only in the summer season. These buildings are in good condition and are well suited to the traffic. This railroad handles only a light business, the freight traffic consisting of local merchandise and agricultural products. The stations are connected by telephone which is used for the issuing of train orders when they are needed. The facilities and the service are adequate for handling the existing traffic. The improvements made during the past year, besides the maintenance work on the track, include the following more important items: a new sidetrack to an evaporating plant at Marcellus; new decks have been placed on four bridges; several new bridge abutments have been built; a new I-beam bridge with a larger opening has been built at No. 11; a new station platform was built at Rose Hill. It is intended to do additional surfacing and weeding on the track and to make additional tie renewals this season; to complete the work at bridge No. 11; to build a new abutment next Spring at bridge No. 7; to erect five new crossing-signs.

The recommendations of the preceding report were carried out. It is recommended that the weeding of the track be completed; that additional tie renewals be made this season; that the defects of structures mentioned in this report be remedied.

Respectfully,

J. B. STODER,  
Steam Railroad Inspector.

## MIDDLEBURGH &amp; SCHOHARIE RAILROAD.

Inspected May 5, 1914. Last previous inspection May 19, 1913.  
To the Public Service Commission, Second District:

I have inspected the Middleburgh & Schoharie railroad and submit the following report.

This railroad connects with the Schoharie Valley railway at Schoharie and extends to Middleburgh, a distance of 5.33 miles.

The line lies in the valley of Schoharie creek but it is close to the creek only at one place. There has been some erosion of the bank at that point, and riprap is being put in for protection

against further scour. The grades and curvature on the line are moderate for a light railway. The cuts and fills are moderate in extent. The roadbed throughout is narrow but it serves to support a fair amount of ballast. Track ditches are provided for surface drainage, and quite generally they are in good condition. The surface and line of the track are fair and are suitable for the traffic conditions.

The rail consists of about one mile of 70-lb. rail and the remainder of 60-lb. rail. Part of the lighter rail is connected with flat fish plates, and some of the joints are considerably battered. Several short pieces of rail also were noticed in the track. There is some rail on hand and it is suggested that some of the most worn rails be replaced as soon as practicable. Some broken angle-bars were being replaced at the time of the inspection. The track ties are in good condition, excepting the usual proportion of renewals needed. Some new ties have been put in this season, and the rate of renewal appears to be satisfactory. The track appliances consist of both split and stub switches, rigid switch stands, and rigid frogs. Some of the frogs in Middleburgh yard show considerable wear but appear to be giving satisfactory service owing to the light traffic and slow train movements. This applies also to the stub switches in the same yard. The track is lightly ballasted with broken stone, cinders, and gravel. The right of way is clean and open, and fences are maintained where they are required. The road crossings are in good condition and properly equipped with signs. The track work is performed by a crew of about 6 men during the working season.

There are two small timber trestles both having short spans between the bents. The culverts comprise timber and rail stringers, stone boxes, and pipes. Some of the culverts are very small and apparently could be closed by opening suitable ditches along the track. The timber trestle at Schoharie has been reinforced by putting in additional stringers. There appears to be sufficient timber in this structure to carry the loads which pass over it, but the bents and stringers are cobbled up with many blocks and wedges. The whole structure should be overhauled in order properly to adapt it to moving loads. It is suggested that a single span of steel and concrete would not be very expensive and would secure a marked saving in future maintenance charges.

There is one station on this line, located at Middleburgh. It is in good condition and appears to afford ample facilities for the passenger traffic. A separate freight house is provided at that place. At two points where flag stops are made, small shelters are provided for the convenience of passengers.

There is only a light traffic on this line, and one train crew handles all of the trains. Through trains are operated over this line and the Schoharie Valley railway, and the engine terminal is located at Middleburgh. The turntable which was recommended in previous reports is now in service.

Two pipe culverts have been put in, replacing open culverts. The turntable at Middleburgh was completed during the past year and placed in service. Concrete ash pits were built in the enginehouse at Middleburgh. It is recommended that the timber trestle at Schoharie be rebuilt.

Respectfully,

J. B. STODER,  
Steam Railroad Inspector.

## MIDDLETOWN AND UNIONVILLE RAILROAD.

Inspected May 29, 1914. Last previous inspection July 7, 1913.  
To the Public Service Commission, Second District:

I have inspected the Middletown and Unionville railroad and submit the following report:

This is a single track standard gauge railroad extending in a southwesterly direction from a connection with the Erie railroad and the New York, Ontario and Western railway at Middletown to the New Jersey-New York state line near Unionville, a distance of 14.3 miles. The total length of all sidings and yard tracks is 3.07 miles. This railroad crosses a rolling country, and as it was built with comparatively light earthwork the grades conform to the general surface of the ground. The maximum grade is 2.33 per cent ascending westward and is located about 1.4 miles south of Middletown. This grade is short and considerably steeper than any of the other grades. The curvature is moderate, the maximum curve being about 5 degrees. The cuts and embankments are well formed and the ditches drain the roadbed. The alignment and surface of the tracks are generally good.

The tracks are laid with 12.4 miles of 70-lb. and 1.9 miles of 80-lb. open hearth rail joined with angle-bars of the 4- and 6-bolt types: the 80-lb. rail is new and in good condition; the 70-lb. rail is in some places badly worn. This was particularly noted south of milepost JC 81. The ties are oak, chestnut, and pine. The renewals since the last inspection amounted to 3500 ties, or about 9 per cent. This is sufficient for proper maintenance. It is proposed to make the renewals this season with about 1218 ties;



representing 3.2 per cent. This is not sufficient properly to maintain the tracks. While the poor ties are not bunched they are sufficient in number to impair the safety of the track if the renewals are insufficient. At least 3000 ties should be renewed this year to insure safe track and a proper maintenance of the railroad.

Both rigid and spring frogs are used, and they were generally in good condition. The switch stands are equipped with targets. The switch lamps have been abandoned except on the yard switches at Middletown. There are no night trains, hence the lamps are unnecessary. Many of the curves are tie-plated, and derails are provided on sidings where the grade conditions require them. The track appliances were generally well maintained. The track is well ballasted with a good grade of cinders. The right of way is cleared and well kept. The fences in several places were poor. It is expected to rebuild about 3 miles and patch about 2 miles of fence this season. The road crossings were well maintained. The railroad is divided into 2 sections, one 8.56 miles and the other 5.74 miles in length. The force per section during the working season consists of 12 men. This is sufficient properly to maintain the track.

The bridges supporting the track are 2 steel through truss bridges, 2 steel through plate girder bridges, 3 steel deck plate girder bridges, 2 wooden stringer bridges, 6 1-beam bridges, 14 concrete flat top culverts, 1 arch culvert, and 2 pipe culverts. They were, with the few exceptions noted below, in good condition. A criticism common to many of the bridges is that the metal guard-rails are not full spiked to the ties. It is the best practice to full spike these guards. Saprot on the decks of some of the bridges should be adzed off to prevent fire. The following defects were noted: bridge No. 60, the ties are in poor condition; bridge No. 86.77 is a through lattice steel truss of one span over the main line of the Erie railroad; the gas from the engines passing under this bridge has corroded the metal with which it comes in contact, especially so over the westbound Erie track: a new floor beam has replaced the one condemned in the previous inspection, but the bottom lateral braces in the fifth panel have not been replaced: these are 3 inch by 3 inch angles, and should be put in at once; the uncertain age of this bridge, at least 30 years, and the probability that it has in the past been subjected to loads heavier than that for which it was originally designed, together with the loss of sectional area of some of the members due to corrosion, are important factors which determine its fitness for continued use: the substitution of new members for those badly corroded would not benefit the other members that may be crystallized, and hence the expense involved does not seem to be warranted; economy and safety would be better secured by the substitution of a new structure, and it is therefore deemed desirable that a through plate girder bridge be installed; bridge No. 85.96 has poor guard stringers; bridge No. 82.57 has a poor tie and one poor piece of guard stringer; bridge No. 82.47, the saprot on ties should be adzed off; bridge No. 80.39, the guard-rails are not full spiked, and the saprot on the guard stringers should be adzed off; bridge No. 79.15 is a 1 span pony truss of light construction over which a speed of 15 miles per hour is enforced: the wing on the north abutment has failed, and this is to be replaced with a concrete wing-wall: the guard-rails should be full spiked to the ties; bridge No. 75.59 needs some new ties and guard stringers; bridge No. 73.68, the guard-rails should be full spiked to the ties, and the saprot on ties and guard stringers should be adzed off.

There are 4 frame station buildings in generally good condition which seem to provide ample facilities for the service performed. The Main Street station at Middletown of the New York, Ontario and Western railway is used jointly: the buildings were generally clean and orderly, and no structural defects were noted.

The service is performed by 1 engine and crew. Train movements are controlled by timetables, operating rules, and an occasional train order. There are no automatic or other signals and none is necessary.

Since the previous inspection the following improvements have been made: 0.44 mile of new 80-lb. rail has been laid, replacing 70-lb. rail; 3500 ties, or 9 per cent, were received; a new wye track has been constructed at Unionville for turning the engine. The improvements contemplated for this year include the following: a new freight house at Middletown; general repairs including two coats of paint to all buildings, bridges, and other structures; one earload of new rail to replace worn rail in track; the construction of a new interchange track at State Line; the reconstruction of about 3 miles and repairs to about 2 miles of right of way fence: the renewal of about 1218 ties.

It is recommended (1) that the tie renewals this year be not less than 3000; (2) that the metal guard-rails on bridges be full spiked to the ties; (3) that bridge No. 86.77 be replaced with a new steel bridge.

Respectfully,

W. G. HIMES,  
Inspector Division of Transportation.

#### MOUNT BEACON INCLINE RAILWAY.

Inspected May 7, 1914. Last previous inspection May 21, 1913.  
*To the Public Service Commission, Second District:*

I have inspected the Mount Beacon Incline railway and submit the following report:

This railroad is located in Dutchess county, extending from the base of Mt. Beacon in the city of Beacon to the summit of the mountain, a distance of 2200 feet. The gauge of the track is 3 feet, and there is no track connection with any other railroad.

The total rise of the line is about 1200 feet. The steepest grade is near the top of the mountain where the rate of ascent is about 72 per cent. Very little grading was required in building the line. There is one rock fill about 7 feet high which replaces a former trestle. There is one curve of long radius near the middle of the line.

The track ties are 6 inches by 6 inches, spaced 2 feet apart, and are carried on timber stringers which in turn rest on mudsills. On each side of the track a guard timber 6 inches by 8 inches is bolted on top of the ties. Spacing blocks are placed on top of the stringers between the ties to prevent the ties from slipping down the incline. The rail is a 35-lb. section and in good condition. The anchor straps which were recommended in last year's report have not yet been applied, and it was stated that no trouble has been experienced from the rail creeping down hill. The rail joints are tight however, and with this condition there necessarily is a tendency for the rail to buckle in hot weather. The anchors should be put on in order to hold expansion spaces at the rail joints. A few poor ties and pieces of guard timber were found which should be replaced this season. Preparations for these repairs were being made at the time of the inspection. The surface and line of the track are fair to good. The timber structure has been partly filled with loose stone ballast in compliance with a recommendation made in former reports concerning ballasting. It is evident however that the intent of that recommendation was that the mudsills should be firmly ballasted in order to preserve a good surface and alignment of the track. It is not necessary that the stringers should be covered with ballast.

There are 2 cars on this line, each having a seating capacity of 54 passengers. The cars are attached to the two ends of a cable which is driven by two 75 horse-power electric motors in the head house at the summit. The cable, which is 1½ inches in diameter, has been in use two seasons and is in good condition. One car ascends the incline as the other descends, there being a passing track at the middle point. The passing of the cars is made automatic by having double flanged wheels on the easterly side of one car and the westerly side of the other car, while the opposite wheels have an 8-inch tread without a flange. The flanged wheels follow a continuous rail through the turnout, and the other wheels readily cross the openings in the opposite rail. A telephone is provided for communication between the lower station and the head house, and there are safety devices for holding the cars in the event of any accident to the hoisting machinery or cable. On each car there is a pole with a copper crossarm with which a short circuit can be made between two cables overhead, thus stopping the motors. Each car also has a clutch which is controlled by a centrifugal governor. The normal speed of the cars is 500 feet per minute, but if a speed of about 650 feet per minute is reached, the clutch is sprung and engages one of the guard timbers on the track. This clutch also may be operated by a person on the car. A hand-brake is provided on the main driving drum which also will stop the machinery if too high a speed is attained, this brake being controlled both automatically and by the operator. Electric limit stops are provided on the track by which the cars are automatically brought to a gradual stop at the upper and lower stations. It was stated that all of the safety devices are frequently tested. The line is operated only during the summer season, starting about May 30th each Spring and closing in the month of September.

Referring to the recommendations of the last previous report the following conditions were observed: the line and surface of the track apparently have been improved; anchor straps have not yet been applied to the rails; considerable progress has been made in ballasting the track structure. It is recommended that the necessary repairs to the timber parts of the structure be made as early as practicable this season; that anchor straps be applied to the rails as previously recommended.

Respectfully,

J. B. STODER,  
Steam Railroad Inspector.

#### NEWARK AND MARION RAILWAY.

Inspected June 17, 1914. Last previous inspection June 6, 1913.

*To the Public Service Commission, Second District:*

I have inspected the Newark and Marion railway and submit the following report: This is a single track standard gauge



railway extending from a connection with the Northern Central railway at Newark to Marion, a distance of 8.19 miles. There is also a connection with the New York Central and Hudson River railroad at Newark. The trains are operated over the tracks of the Northern Central railway for a short distance and joint use is made of the Newark station of the Northern Central railway. The sidings have a total length of 0.86 of a mile.

It follows the general surface of the ground, and the cuts and embankments are moderate. The approaches to the bridge over the New York Central and Hudson River railroad are the only high embankments. They have a good cross-section, and the cuts are generally wide enough to provide ditches for proper drainage. The ditches were usually opened, but in the cut south of Marion they should be cleaned. The track here was wet, and the ditches full. The grades are rolling and the maximum is 3.5 per cent for about  $\frac{3}{4}$  mile in Newark. The curvature is moderate, the maximum being 5 degrees. The track alignment and surface are fair.

The track is laid with 70-lb. Bessemer steel rails, 60 feet in length. They are in good condition and no defects were noted. The splices are 4-bolt continuous rail and Atlas joints. The ties are principally chestnut. The renewals since the previous inspection were 2500 chestnut ties. These constitute the quota of ties for this season and they are all in track. This is a renewal of about 11 per cent of all the ties in track and is sufficient for proper maintenance. Spring frogs and point switches are used. The switch stands are of the rigid type equipped with targets. The ballast is gravel of only fair quality, although usually sufficient in amount. The track is overgrown with grass and weeds in many places. The right of way is cleared and mowing was in progress at the time of the inspection. The fences are well maintained, and the road crossings and signs are in generally good condition. The signs at the highway crossings are of the small metal type and are not very conspicuous. It is suggested that a few of these signs be replaced each year with large signs similar to those in use on the New York Central and Hudson River railroad. The track is maintained by a working force of 8 men: this is sufficient for proper maintenance.

There are 2 openings spanned by steel bridges. The first is a 1 span through riveted pony truss on concrete abutments spanning Ganargua creek, and the other is a 1 span through riveted truss and 1 deck plate girder spanning the New York Central and Hudson River railroad with 11 spans of steel viaduct on the south approach. These bridges are in good condition. The only defect observed was that a few of the ties on the south end of the viaduct have saprot which should be adzed off to prevent fire.

There is one frame station building. It is at Marion and seems to provide ample facilities for the business. It is clean, orderly, and well kept.

There are no grade crossings with other steam or electric railroads.

The train movements are controlled by timetable and operating rules. One engine and crew perform the service. Three mixed passenger and freight trains are operated in each direction daily. The traffic is light in both passenger and freight. The latter is principally farm produce and canned goods from the canning factory at Marion. Terminal facilities are provided at Marion. The speed of the trains is restricted to 15 miles per hour.

There have been no improvements since the previous inspection. The tie renewals authorized for this year were 2500, and they have been made. There are no improvements contemplated, but it is expected to make the ordinary track repairs as required.

This railroad is being maintained in a satisfactory manner for the service performed. It is suggested that the general condition of the track would be improved by re-ballasting with a good grade of gravel or cinders. This could be done in amounts divided over several years so that the expense would not be too great in any one year. This would certainly reduce the maintenance expense by prolonging the life of the ties and would prevent damage to the rail from low joints. It is recommended that the saprot be adzed off the ties on the viaduct, and that the ditches in the cut south of Marion be cleaned.

Respectfully,

W. G. HIMES,  
Inspector Division of Transportation.

#### NEW YORK AND OTTAWA RAILWAY.

Inspected May 25, 1914. Last previous inspection August 4, 1913.

To the Public Service Commission, Second District:

I have inspected that part of the New York and Ottawa railway which lies within the State of New York and submit the following report:

This railroad has a single track of standard gauge extending from Tupper lake to the International boundary at the St. Law-

rence river, near the station of Nyando, a distance of 69.6 miles. There are track connections at Tupper Lake with the New York Central and Hudson River railroad, at Moira with the Rutland railroad, and at Helena with the United States and Canada railroad, a subsidiary of the Grand Trunk System.

The southern part of this line lies in the Adirondack mountains and has numerous heavy grades and sharp curves. In the vicinity of Santa Clara the line leaves the mountain region and extends across the rolling valley of the St. Lawrence river. The cuts and fills are moderate in extent. In some places the cross-section is too narrow to provide good drainage and form a good roadbed. Many shims were found in the track and these should be removed as soon as practicable. It is suggested that a moderate amount of tile drainage installed each season would materially lessen the amount of track labor required during the winter season. The surface and alignment of the track are fair to good throughout.

The rail consists of 18 miles of 80-lb. relayer rail, and the remainder is divided among 65-lb., 67-lb., and 70-lb. sections. The heavier rail is in good condition. Some of the lighter rail is considerably battered at the joints but serves fairly well for the traffic which is borne. A defective rail was found just north of St. Regis Falls station, and another rail, apparently defective, was observed on a curve north of section post 12-13. The ties consist of native timbers with cedar predominating. It is stated that a renewal of about 21 per cent was made during the past year, and it is proposed to renew about 16 per cent of the ties in the current year. About 50,000 tie-plates have been applied and when this year's renewal is completed the track timber should be in good condition.

The track is ballasted chiefly with sand, with small amounts of gravel and cinders used in a few places. These materials are easily worked by the track forces and form a suitable ballast for a light railway. The track appliances consist of split switches, rigid and spring frogs, and both rigid and automatic switch stands equipped with targets and lamps. Derails are provided in a number of places where they are required. The right of way is open and well kept and is properly fenced where necessary. The road crossings are in good condition and are equipped with standard signs. The track sections have an average length of 6 miles with an average force of about 6 men per section. This amount of labor is sufficient for maintaining the track under the existing conditions.

The bridge structures consist of 4 truss bridges, 4 plate girders, and a number of timber trestles of various sizes. The bridges quite generally are in good condition, recent repairs having been made on many of the timber trestles. Painting of the steel bridges was in progress at the time of the inspection. No. 100 A has 2 soft sills, and at bridges Nos. 81 B, 85 A, and 106 A the guard-rails are not securely spiked. The embankments are very narrow at the ends of bridges Nos. 81 B and 106 A.

The stations, which are all of frame construction, are in fair to good condition and apparently are suitable for the traffic. A name sign should be placed on the station at Nyando. Joint use is made of the New York Central station at Tupper Lake Junction, of the Rutland railroad station at Moira, and of the United States and Canada railroad station at Helena.

At Helena, 1 track is crossed by 1 track of the United States and Canada railroad, protected by mechanical interlocking: the south distant signal was not in good adjustment on the day of the inspection. At Moira, 1 track is crossed by 1 main track and 1 siding of the Rutland railroad: the crossing is effected by means of junction switches and a crossover, and is protected by a ball signal on a high mast. At Tupper Lake Junction, 1 track is crossed by 1 track of the New York Central and Hudson River railroad, protected by interlocking semaphores placed close to the crossing. At Meno, 1 track is crossed by 1 industrial track of the Brooklyn Cooperage Company, protected by manually operated semaphores.

There is a moderate traffic on this road north of Moira, but south of that point the traffic is light. Train movements are controlled by the timetable schedules, telegraphic train orders, and the standard operating rules. This arrangement appears to be satisfactory for the number of trains which are handled at present. The facilities at the terminals and at the several stations are sufficient for the existing traffic. The telegraph wires are too close to the track on a curve between mileposts 086 and 088. One wire brushed the coach of the inspection train and might cause an accident to a man riding on the side or top of a box car.

The following improvements have been made during the past year: 6 miles of 56-lb. rail and 3 miles of 67-lb. rail have been replaced by 70-lb. relayer rail; bridge No. 85 A, formerly a Howe truss timber, has been replaced by a steel truss; the station at Nyando was enlarged, and a new station was built at Ironton; about 50,000 tie-plates were applied to the track. The only important improvement contemplated in the near future is the



replacement of timber with a steel structure at bridge No. 81 B. It is recommended that the defects of track and structures mentioned in the body of this report be remedied.

Respectfully,

J. B. STODER,  
Steam Railroad Inspector.

#### NEW YORK AND PENNSYLVANIA RAILWAY.

Inspected June 4, 1914. Last previous inspection June 17, 1913.

*To the Public Service Commission, Second District:*

I have inspected the New York and Pennsylvania railroad within this State and submit the following report:

This is a single track standard gauge railway extending in a southwesterly direction from a connection with the Susquehanna division of the Erie railroad at Canisteo to the New York-Pennsylvania state line near Genesee, Penna., a distance of 27.7 miles. It reenters the State near Ceres where it connects with the Pittsburgh, Shawmut and Northern railroad. The length of line here is about 0.18 mile. The sidings have a total length of 4.80 miles.

The grades and curvature are moderate for a railway of its class. The maximum grade is 1 per cent ascending southward, and the maximum curve is 6 degrees. The cuts and embankments have a narrow cross-section, and the ditches in many of the cuts are maintained with difficulty due to the earth and loose rock on the sides sliding down and filling them. The embankments along the creek are subject to the action of the current in high water, and considerable trouble is experienced at times from this. Riprap has been applied to the exposed embankments, and they were in fair condition at the time of the inspection. The ditches in the cut between bridges Nos. 28 and 29 should be cleaned out. The embankment along the creek near bridge No. 11 is narrow and should be filled promptly. The alignment and surface are from poor to good. The principal cause of this is the inferior ballast. The rail is surface kinked and bent making it hard to maintain a good line or surface. Where cinder ballast has been applied recently it is good.

The track is laid with 65- and 70-lb. Bessemer rails joined with angle-bar splices. The rail was generally in good condition except that it is surface kinked and bent. A split end rail on the east side of the track between bridges Nos. 44 and 45 should be replaced promptly. The ties are yellow pine, chestnut, and white oak. The renewals since the previous inspection amounted to 7326 ties, or about 10 per cent of the total ties in track. It is expected to renew about 10 per cent of the ties this season. This is sufficient for proper maintenance, but this season's renewals should be made as promptly as possible. The ties were particularly poor south of bridge No. 72, between bridges Nos. 67 and 68, 62 and 64, and 59 and 61. Rigid and spring frogs and split rail type switchers are used. The switch stands are of the rigid type equipped with targets. The broken frog near bridge No. 3 at Canisteo should be replaced at once. The ballast is dirt, gravel, and cinders. The dirt and gravel are of inferior quality and in many places not sufficient in amount. Where this ballast is used the track is full of weeds and grass. The cinder ballast is of good quality; engine cinders obtained from the Erie railroad; a considerable quantity has been distributed for ballasting, and at the points where they have been put under, the track is in good condition. It is expected to continue this as fast as the cinders are received. The re-ballasting should be continued with as little delay as possible. The lack of proper ballast is the principal cause for the present track condition. The season's track work has been delayed, due it is said to the late Spring and hard Winter. The track was very rough in places, and indications of spreading were evident. This was due to the poor surface of the track through the swamp land and particularly between bridges Nos. 52 and 54. This should have attention at once. The right of way is cleared, and the fences and road crossings are in fair to good condition. The signs at many of the highway crossings are dingy and should be painted. The sections have an average length of 7 miles, and the working force consists of 1 foreman and 5 men. This is hardly sufficient for maintenance of a high standard, but it should be sufficient to maintain the track in safe condition for the service performed.

The bridges in number and kind are as follows: 66 frame bent and pile trestles, 10 rail stringer bridges, 2 I-beam bridges, 1 wooden stringer bridge, 1 timber Howe truss. While the bridges are nearly all timber and a heavy item of maintenance expense they were generally in good condition. Several of the long timber trestles have spans of 24 to 30 feet with timber stringers trussed with steel rods. The maintenance of these spans in timber is certainly false economy. Their replacement in concrete piers and I-beams or with girders would make the structures permanent and reduce the annual maintenance cost. The majority of the bridges have timber abutments which in many cases need exten-

sive repairs. Where the track has been raised on the approaches to some of the bridges, the stringers have been blocked on the eaps so that there is no support to the tops of the bents and the back walls. Many such bents have been shoved out of plumb. This is a dangerous practice and liable to result in the failure of an abutment. The rail stringer bridges are from 4 to 6 feet in clear span and have usually three 60-lb. rails under each track rail. This is not enough. The 6-foot openings should have at least 5 rails under each track rail, and the 5-foot openings should have not less than 4. It is expected to replace bridges Nos. 51, 41, 34, 74, and 75 with eastiron pipe. Bridge No. 22 has been filled, and it is expected to fill bridges Nos. 6 and 11 and 2 spans each of bridges Nos. 27 and 5. The minor defects noted in the bridges are as follows: bridges Nos. 83 and 67 have timber back walls out of plumb, which should be straightened and braced; bridge No. 75 has one poor bent; bridge No. 69 needs a new eap on north abutment; bridges Nos. 66, 61, and 57, the channel is obstructed and should be cleaned; bridge No. 65 needs 2 caps, 2 ties, and 2 pieces of guard stringers; bridges Nos. 62 and 60 need new ties and guard stringers; bridges Nos. 59 and 33 need some new ties; bridge No. 58 needs a new eap and eorrels; bridges Nos. 57, 56, 55, and 3 are to be replaced with I-beam stringers: this should be done promptly; bridge No. 54, the track is loose on the approaches and should be tamped solid; bridges Nos. 53 and 50 need new back walls and guard stringers; bridge No. 49 needs new guard stringers; bridges Nos. 43, 29, 24, and 19 need new back walls; bridge No. 39 needs 2 eaps and several ties; bridge No. 34 is to be replaced with pipe; the pipe is in place, and the opening should be filled at once; bridge No. 27 has 2 spans on the south end which are to be filled: this should be done at once; bridge No. 18 needs new back walls and posts; bridge No. 17 needs new stringers; bridge No. 15 needs 4 posts in north abutment; bridges Nos. 11 and 6 are to be filled; they are in poor condition and should be filled at once; bridge No. 5 has two spans on the south end which are to be filled: they are in need of extensive repairs and should be filled at once, and several new ties are required on the balance of the bridge; bridge No. 2 should have the rubbish and drift cleared away.

There are 6 frame stations in generally fair condition. The passenger and freight traffic is light, and the accommodations provided seem to meet the demands of the traffic.

There are no grade crossings with other steam or electric railroads.

The traffic consists of farming produce and the output from several oil wells near the south end of the line and factories at Canisteo. The passenger traffic is light and entirely local. Train movements are controlled by timetables, operating rules, and train orders. There are no automatic block or other signals and none is necessary.

Since the previous inspection the following improvements have been made: 102 relayer 70-lb. rails have replaced a like amount of 60-lb. rail; 7326 cross-ties, or 10 per cent, have been renewed; 125 cars of cinders have been used for re-ballasting; repairs have been made to 23 bridges. There have been no extensive improvements authorized for this season. It is expected to renew about 10 per cent of the cross-ties and make the necessary bridge repairs. The ballasting will be continued as fast as cinders are available.

It is recommended (1) that the poor track in the swamp between bridges Nos. 52 and 54 be given immediate attention; (2) that the re-ballasting be continued as rapidly as possible; (3) that the broken frog at Canisteo be replaced at once; (4) that the season's tie renewals be made as promptly as possible; (5) that the bridge openings to be filled or replaced with pipe be given immediate attention; (6) that the other defects in bridges noted in the body of the report be given immediate attention.

Respectfully,

W. G. HIMES,  
Inspector Division of Transportation.

#### NEW YORK CENTRAL AND HUDSON RIVER RAILROAD.

Inspected August 24 to September 16 inclusive; October 5, 6, 8, 9, and 23, 1914. Last previous inspection, September 8 to October 10, 1913.

*To the Public Service Commission, Second District:*

I have inspected the lines operated by The New York Central and Hudson River Railroad Company within the Second Public Service Commission District of the State of New York, and submit the following report:

This is a trunk line railroad extending from New York city to Buffalo, with numerous branches. The operating divisions with the mileage of main line and branches are as follows:

#### Electric Division

	Miles
New York City line near Yonkers to Croton	21.47
New York City line near Mt. Vernon to North White Plains	11.82



From the city line near Yonkers to Croton it is four tracked, and there are 2.54 miles of fifth track, 0.59 mile of sixth track, and 53.2 miles of sidings. The New York and Harlem River railroad is double tracked, and there are 20.93 miles of sidings.

*Harlem Division*

	Miles
North White Plains to Chatham.....	102.93
Lake Mahopac branch, Goldens Bridge to Lake Mahopac.....	7.22

There are 30.33 miles of second track and 51.13 miles of sidings between North White Plains and Chatham. The Lake Mahopac branch is single tracked, and has 2.19 miles of sidings.

*Putnam Division*

	Miles
New York City line to Putnam Junction.....	47.55
Yonkers branch, New York City line to Yonkers.....	1.69
Mahopac Falls branch, Baldwin Place to Mahopac Falls.....	2.05

The main line has 3.61 miles of second track and 16.35 miles of sidings; the Yonkers branch is double tracked, and has 0.16 miles of sidings; and the Mahopac Falls branch is single tracked, and has 0.26 miles of sidings.

*Hudson Division*

Croton to Rensselaer.....	106.29 miles
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This is double tracked. There are also 33.99 miles of third, and 30.94 miles of fourth track, and 67.75 miles of sidings.

*River Division*

	Miles
West Shore R.R., Tappan to Ravena.....	111.17
Wallkill Valley R.R., Kingston to Montgomery.....	32.88
Rockland Lake branch, Congers to Rockland Lake.....	1.17
Albany branch, Ravena to Kenwood Jet.....	11.55
The West Shore railroad is double tracked, and there are 103.90 miles of sidings. The branches are single tracked, and have a total of 10.45 miles of sidings.	

*Mohawk Division*

	Miles
Rensselaer to Minoa.....	140.13
Troy and Greenbush branch, Rensselaer to Troy.....	5.56
Troy and Schenectady branch, Troy to Schenectady.....	20.91
Tivoli Hollow R.R., West Albany to Albany.....	1.24
West Shore R.R., Ravena to Syracuse.....	145.42
Adirondack branch, Herkimer to Division line.....	0.19
Hoffmans connection, Hoffmans to Rotterdam Jet.....	2.50
Schenectady detour, Carman to South Schenectady.....	4.65

The main line is four tracked, and there are 8.27 miles of fifth track and 330.09 miles of sidings. The Troy and Greenbush branch, Hoffmans connection, and the Schenectady detour are double tracked, and have 13.13 miles of sidings. The West Shore railroad is double tracked, and has 15.36 miles of third track and 81.98 miles of sidings. The other branches are single tracked, and have a total of 14.61 miles of sidings.

*Western and Buffalo Divisions*

	Miles
Minoa to Buffalo.....	157.65
Attica branch, Batavia to Attica.....	10.67
Tonawanda branch, at Batavia and Getzville to North Tonawanda.....	6.13
Niagara branch, Buffalo to Lewiston.....	28.86
Buffalo Belt branch, William St. to North Buffalo.....	7.22
Canandaigua branch, at Batavia.....	0.28
Falls branch, at Ames St. Jet., Rochester, and at Suspension Bridge.....	1.48
Lockport branch, North Tonawanda to Lockport Jet.....	11.15
Syracuse Jet. R.R., East Syracuse to Syracuse Jet.....	8.31
Auburn branch, at Syracuse and at Brighton.....	0.03
Lyons branch, at Lyons.....	0.35
Chenango branch, Syracuse to Earlville.....	42.70
West Shore R.R., Eastwood to Buffalo.....	148.25
Terminal Ity., Bridge 751 to West Seneca.....	11.33
Watertown branch, at Syracuse.....	0.13

The main line is four tracked for 150.18 miles, and has 0.58 miles of fifth track. The Buffalo Belt, Falls branch, Syracuse Junction railroad, West Shore railroad, and Terminal railway, 23.09 miles of the Niagara branch, and 1.66 miles of the Tonawanda branch, are double tracked. The balance is single tracked. There are 6.27 miles of third track on the Syracuse Junction railroad. The total length of all sidings is 762.15 miles.

*Rochester Division*

	Miles
Tonawanda branch, Batavia to Getzville.....	29.31
Canandaigua branch, Canandaigua to Batavia.....	50.08
Falls branch, Rochester to Sugar St. yard.....	72.57
Charlotte branch, Rochester to Ontario Beach.....	7.43
Auburn branch, Syracuse Jet. to Brighton.....	96.26
Lockport branch, Lockport Jet.....	0.02
Rochester freight yard 5th track (main line).....	0.64
Lyons branch at Geneva.....	0.02
Geneva, Corning and Southern R.R. at Geneva.....	0.02

There are 52.71 miles of second track on the Falls branch, and 6.92 miles on the Charlotte branch. The balance is single tracked. The total length of sidings is 198.85 miles.

*Ontario Division*

	Miles
Ontario branch, Pulaski to Suspension Bridge.....	175.27
Watertown branch, Syracuse to Watertown Jet.....	69.75
Rochester branch, Windsor Beach to Rochester.....	7.27
Phoenix branch, Woodard to Fulton.....	17.10
Rome branch, Richland to Rome.....	41.28

There are 3.47 miles of double track on the Ontario branch, 38.24 miles on the Watertown branch, and 0.21 mile on the Phoenix branch. The balance is single tracked. The total length of sidings is 156.18 miles.

*St. Lawrence Division*

	Miles
Watertown branch, Watertown Jet. to Massena Springs.....	91.07
Cape Vincent branch, Watertown Jet. to Cape Vincent.....	24.10
Sanford branch, Watertown, Main St. detour.....	5.21
DeKalb branch, DeKalb Jet. to Ogdensburg.....	18.89
Ogdensburg branch, Utica to Ogdensburg.....	134.31
Clayton branch, Rivergate to Clayton.....	15.85
Sackets Harbor branch, Watertown Jet. to Sackets Harbor.....	11.43
Carthage branch, Watertown to Newton Falls.....	63.39
Oswegatchie branch, Gouverneur Jet. to Edwards.....	13.07

There are 14.67 miles on the Watertown and 10.02 miles on the Ogdensburg branches which are double tracked. There are 210.39 miles of sidings.

*Adirondack Division*

	Miles
Adirondack branch, Herkimer to Malone.....	173.14
Hinckley branch, Prospect Jet. to Hinckley.....	2.96
Saranac branch, Lake Clear Jet. to Saranac Lake.....	5.89
Raquette Lake branch, Carter to Raquette Lake.....	18.13
St. L. and A. branch, Malone to International boundary.....	10.25

This is all single tracked. The sidings have a total length of 67.43 miles.

*Pennsylvania Division*

	Miles
Main line, Geneva to State Line.....	71.57
Penn Yan branch, Dresden to Penn Yan.....	6.55
Corning branch, Corning Jet. to Corning.....	0.75
Lyons branch, Lyons to Geneva.....	13.71

The main line for 68.58 miles, the Corning branch for 0.72 mile, and the Lyons branch for 12.67 miles, are double tracked. The balance is single tracked. The sidings have a total length of 103.27 miles.

The following table shows the length in miles of the tracks on each division:

Divisions	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	Total	Sidings
Electric.....	33.29	33.29	21.47	21.47	2.54	0.59	112.65	74.13
Hudson.....	106.29	106.29	33.99	30.94			277.51	67.75
Harlem.....	110.15	30.33					140.48	53.32
Putnam.....	51.29	5.30					56.59	16.77
River.....	156.77	111.17					267.94	114.35
Mohawk.....	320.60	297.95	154.74	139.38	8.27		920.94	439.81
Western & Buf- falo.....	434.54	358.87	156.45	150.18	0.58		1,100.62	762.15
Rochester.....	255.71	59.63			0.64		315.98	198.85
Ontario.....	310.67	41.63					352.59	156.18
St. Lawrence.....	377.32	24.69					402.01	210.89
Adirondack.....	210.37						210.37	67.43
Pennsylvania.....	92.58	81.97					174.55	103.27
Totals.....	2,459.58	1,151.41	366.65	341.97	12.03	0.59	4,332.23	2,264.90

Curves are rather frequent on parts of the line, but they are usually moderate in degree. The sharper curves requiring it have permanent signs restricting the speed to a safe maximum. The cuts and embankments are maintained in a cross-section of ample width to support the tracks. They provide a substantial shoulder for the support of the ballast on the embankments and for proper ditches in the cuts. The ditches were generally cleaned and appeared properly to drain the roadbed. The track alignment and surface are particularly good on the passenger tracks on the main line of the Electric, Hudson, Mohawk, Western, and Adirondack divisions. They were good on most of the other tracks with the exception that tracks 3 and 4 on the Mohawk and Western divisions, tracks 1 and 2 on parts of the West Shore, the Hinckley and Raquette Lake branches on the Adirondack division, the DeKalb branch on the St. Lawrence division, the Attica branch, and in places on the Falls road are only fair. The particular points where poor line and surface were noticed are listed with the track defects.

The tracks are laid with rail in weight and kind as follows:

	105 lbs.	100 lbs.	80 lbs.	141 lbs.	75 lbs.	70 lbs.	67 lbs. and under	Total
Electric Div. N.Y.C. & H.R.....	4.77	84.24						89.01
N.Y. & H.....		23.64						23.64
Hudson Div. M. L.....	58.64	218.87						277.51
Harlem Div. M. L. M.....	12.45	27.55	93.26					133.26
Br.....			1.65					7.22
Putnam Div. M. L.....			23.19					51.16
Putnam Div. Ykrs. Br.....			3.38					3.38
Putnam Div. M. F. Br.....			2.05					2.05
River Div. W. S. R.R.....	75.95	40.43	105.96					222.34
W. V. R.R.....							32.88	32.88
R. L. Br.....							1.17	1.17
Albany Br.....			11.55					11.55
Mohawk Div. Main L.....	89.35	426.20	51.76					567.31
T. and G.....			11.12					11.12
T. & S.....			16.35				4.56	20.91
Tivoli H.....			1.24					1.24
W. S. R.R.....	44.12	35.45	226.63					306.20
Adk. Br.....					0.19			0.19
Hoff. Conn.....		3.72	0.97					4.69
Sch. Detour.....		9.30						9.30
West. & Buf. Divs. Main L.....	120.25	433.51	59.80	2.68				616.24
Niagara Br.....		13.08	38.47	0.40				51.95
Buffalo Belt.....		4.00	10.45					14.45



	105 lbs.	100 lbs.	80 lbs.	141 lbs.	75 lbs.	70 lbs.	67 lbs. and under	Total
West. & Buff. Divs.								
Tonawanda Br.	0.02		3.98				3.79	7.79
Canandaigua Br.			0.28					0.28
Ontario Br.						0.04		0.04
Falls Br.	0.05		2.84					2.89
Lockport Br.			11.15					11.15
Syracuse Jct.	19.04		3.85					22.89
Auburn Br.	0.03							0.03
Lyons Br.	0.02		0.33					0.35
Chenango Br.			9.48				33.22	42.70
Terminal Ry.	7.06		15.58					22.64
Watertown Ry.			0.13					0.13
West Shore R.R.	10.80	26.19	259.47					296.46
Attica Br.			1.93				8.74	10.67
Rochester Div.								
Tonawanda Br.	0.01		0.19				29.11	29.31
Canandaigua Br.			27.13				22.95	50.08
Falls Br.			125.28					125.28
Charlotte Br.			11.39				2.96	14.35
Auburn Br.			96.26					96.26
Main L.			0.64					0.64
Lockport Br.			0.02					0.02
Gen., Cor. & S.			0.02					0.02
Lyons Br.			0.02					0.02
Ontario Div.								
Ontario Br.			58.92	0.16		119.66		178.74
Watertown Br.			107.62	0.37				107.99
Rochester Br.			7.27					7.27
Phoenix Br.			9.44			7.87		17.31
Rome Br.			41.28					41.28
St. Lawrence Div.								
Watertown Br.			105.31	0.43				105.74
Cape V. Br.			0.91			16.79	6.40	24.10
Sanfords Br.			5.21					5.21
Dekalb Br.			0.13			18.76		18.89
Ogdensburg Br.			125.49			18.74		144.23
Clayton Br.			15.60			0.25		15.85
Sackett H. Br.						7.55	3.88	11.43
Carthage Br.			0.44	0.01		62.94		63.39
Oswegatchie Br.						13.07		13.07
Adirondack Div.								
Adirondack Br.	36.80		89.95		46.39			173.14
Hinckley Br.					2.89		0.04	2.93
Saranac Lake Br.					5.89			5.89
Raquette Lake Br.					9.65		8.48	18.13
St. L. & A.			9.61		0.64			10.25
Penn. Div.								
Lyons Br.			26.38					26.38
G., C. & S.			140.15					140.15
Corning Br.			1.47					1.47
Penn. Yan Br.					6.55			6.55
Totals.	453.13	1,372.41	1,972.98	4.05	72.20	265.67	191.72	4,332.18

The mileage of open hearth rail is 1371.10, ferro-titanium 564.01, and Bessemer 2397.05.

The rail renewals since the previous inspection were as follows:

	Miles new rail laid				Miles of re-layer laid				Re-leasing lbs.
	105 lbs. OH	100 lbs.	141 lbs.	80 lbs.	100 lbs.	80 lbs.	70 lbs.	75 lbs.	
Electric Div.									
N.Y.C. & H.	1.84	0.09							100
Hudson Main.	24.00				2.00				100
Harlem Main.	9.80								89
Putnam Main.				4.50		1.50			65
River Main.	44.07					4.99			80
Mohawk Main.	29.35								100
Mohawk Main.	5.00				22.90				80
Mohawk Main.						9.15			65
Mohawk W. S.	30.12								80
West. & Buff. Div.									
Main L.	26.11								100
Main L.				3.50	33.39				80
Syracuse Jct.	0.62	0.42							100
Syracuse Jct.		0.60							80
W. Shore R.R.	10.80				0.40				80
Niagara Br.				1.40					80
Lockport Br.				0.08					80
Niagara Br.			0.06						141
Falls Br.				0.20					80
Chenango Br.						4.24			60
Attica Br.						1.67			65
Terminal Ry.					7.06				80
Rochester Div.									
Falls Br.				19.88					80
Canandaigua Br.				10.04		4.47			80
Charlotte Br.				6.35					65
Ontario Div.									
Ontario Br.			0.13	8.50		0.40			70
Watertown Br.			0.13	10.50		1.40			80
Phoenix Br.				6.20					70
St. Lawrence Div.									
Watertown Br.				8.10					80
Dekalb Br.				0.13					70
Ogdensburg Br.				15.35		1.58			70
Carthage Br.							2.83		65
Adirondack Div.									
Adirondack Br.	19.62								80 & 75
Raquette Lake Br.								4.65	67
Penn. Div.									
G., C. & S.				10.60					75
G., C. & S.				11.50					80
Totals.	201.33	1.11	0.19	116.83	65.75	29.40	2.83	4.65	

The total new rail laid was 319.46 miles, or about 7.37 per cent; and the relayer rail laid was 102.63 miles, or 2.37 per cent, making a rail renewal of about 9.74 per cent which is sufficient for proper maintenance. The rail was usually in good condition. There were only a few defective rails noted and these were scattered, indicating that proper care is being taken to remove such rails in the early stages of the development of the defects. The

rail is poor on the DeKalb branch and should be replaced. The Raquette Lake branch is laid with 75-lb. and 67-lb. rail in about equal amounts. The 67-lb. rail is poor and an effort is being made to replace it with 75-lb. rail. During the last year, 4.65 miles have been relaid with the heavier rail, and it is expected to continue this until the entire branch is relaid. The Chenango branch is being relaid with 80-lb. relayer rail replacing 60-lb. which is surface kinked and bent being too light for the equipment in use. Since the last inspection 4.24 miles of heavier rail have been laid. This should be continued until all the light rail is replaced. The Tonawanda and Attica branches are light traffic lines laid with light rail in fair condition. The Canandaigua branch has heavier traffic and the 65-lb. rail is being replaced with 80-lb. new and relayer rail. Since the last inspection 14.51 miles have been relaid with the heavier rail: this should be continued. The Putnam division has 27.97 miles of 65-lb. rail in the main tracks. In the past year 6 miles of 80-lb. rail were laid releasing lighter rail, and it is expected to continue replacing the light rail. The rail on the high speed tracks was in particularly good condition. Exceptional care seems to be taken to eliminate from these tracks any rails which from their appearance might develop defects. This was noted on the Hudson division where a considerable number of rails slightly marked on the head by a defective wheel were being replaced. These rails were comparatively new and the indications of damage were slight.

The ties in the main line and more important branches are principally yellow pine, treated pine, and a small percentage of oak. A few of the branches have a considerable number of chestnut, cedar, and cypress ties, but the predominating ties in the branches as in the main line are yellow pine. The ties are in good condition. The renewals for this season were practically complete with the exception of the freight tracks and some of the less important branch lines where the renewals were in progress at the time of the inspection. The total renewals since the previous inspection were made with 1,422,743 ties, and the total authorization for this season was 1,282,800. The renewals on the main line were about 78.8 per cent creosoted yellow pine, and the balance yellow pine and oak. Creosoted ties were also used in the renewals on most of the branch lines, but not so extensively as on the main line. These ties are protected from rail cutting by substantial shoulder tie-plates. It was observed that the ties before being creosoted are not dressed to give an even bearing under the rail, and it is therefore necessary at times to adze them after they are creosoted.

The track appliances are modern. They consist of spring and rigid frogs, split switches, point and lifting derails usually pipe connected to the switch stands with target stand and lamp at the derail. The rails are joined with 6-bolt angle-bar splices of the 3 tie supported joint type. There are a few Weber and continuous rail joints on some of the branches, but their use is not general. Tie-plates and anti-rail creepers of modern design are in use. The former are used on all creosoted ties and on all curves of 3 degrees and over. The rails are double spiked on all curves. The track appliances were in good condition with the exception that a number of the spring frogs were broken back of the point on the turnout side. The tracks are ballasted with crushed stone, gravel, and cinders. The total length of track ballasted with crushed stone is about 1520 miles, or 35.1 per cent; gravel about 21.05 miles, or 48.6 per cent; and cinders and slag 707.23 miles, or 16.3 per cent. Since the previous inspection 446.95 miles of track, or about 10.39 per cent have been re-ballasted. This was done with 275.25 miles of crushed stone, 118.2 miles of gravel, and 53.5 miles of cinders and slag. Extensive re-ballasting was done on the main line of the Electric, Hudson, Mohawk, and Western divisions, amounting to 245.2 miles. The West Shore main tracks were re-ballasted with 85.5 miles of stone and gravel. The Harlem division is being re-ballasted with stone about 11.15 miles having been completed since the previous inspection. The balance was distributed over the various other divisions and branches, including 22 miles on the Pennsylvania, 14.7 miles on the Adirondack, 32.3 miles on the St. Lawrence, and 21.6 miles on the Ontario divisions. The ballast was generally of good quality and sufficient in amount. The gravel and cinder ballast in places is full of weeds. It was noted, however, that a start had been made to remove them on some of the divisions. It is presumed that this has been left until the other track work is completed, and will then be given the necessary attention. Churning track particularly in the gravel ballast was noted on tracks 3 and 4 and in places on the West Shore railroad. The particular points noted are listed under track defects. The right of way was generally clean and well kept. The construction work in progress at various places is responsible for an untidy condition which is unavoidable. There was a considerable amount of moving to be done which was being given attention in some places at the time of the inspection. The fences, where required, are well maintained. Concrete posts and wire are being used in their rebuilding. The road crossings are well maintained as to planking and approaches, but some of the signs are very dingy. The signs at road crossings, particularly



where there is no other protection provided, should be as conspicuous as possible: this can be accomplished only by keeping these signs well painted. The constantly increasing number of automobilists traveling on roads with which they are not familiar increases the possibility of accident at the railroad crossings, and an effort should be made to minimize this danger. The track sections on the four tracked divisions have an average length of about 2.5 miles with a force of 10 men during the summer season. This is equivalent to about 1 man per mile of single main track. The more important single and double tracked divisions have sections of greater length but slightly decreased force. However, the ratio of miles of main track to the force remains about the same as on the main line. The less important single tracked branches have sections varying from 10.5 miles with 8 men on the Albany branch to 9.67 miles with 5 men on the Attica branch. The generally good condition of the tracks is indicative that the force employed is ample for proper maintenance.

The minor defects in the track particularly noted were as follows:

Harlem division: the highway crossing-signs at the following points should be painted: the crossings in Chatham; near tower B A; near Philmont south of Craryville; at Martindale; north of milepost 108: this sign also appears to be hidden by a tree; near Colemans; north of milepost 79: this sign is also broken; and between bridges Nos. 66 and 67; the bell at the highway crossing south of Millerton was not ringing; the curve at bridge No. H-129 is not tie-plated and the low rail appeared to be spreading; a frog broken on the turnout side of the point at the south end of the passing siding near telegraph pole W. U. 2771, should be replaced; Lake Mahopac branch: a frog broken on the turnout side of the point at the east end of the siding at Lake Mahopac should be replaced.

Putnam division: the sign at the highway crossing near Yorktown Heights should be painted; the track ties are poor on bridge No. Y4A, and should be renewed at once.

River division: the track is open on the southbound near milepost 24; the surface and line are irregular on the northbound track between telegraph poles 27.05 and 27.15; churning track in the northbound at Congers; loose track bolts in both tracks north of Haverstraw; 3 joints near telegraph pole 32-13 in the northbound track had 5 loose bolts in each; at telegraph pole 32-16 one joint in the southbound track had all bolts loose and several joints had from 3 to 5 loose bolts; the eastbound track is churning at West Haverstraw, and loose bolts were noted in both tracks near here; the crossing-sign north of Tompkins Cove should be painted; the eastbound track at the west end of bridge No. 46 needs additional ballast, the track is loose, and the ties skewed; the eastbound track is churning at Fort Montgomery; the track is creeping, and the ties are bunched near milepost 43; the surface and line were poor in the westbound track at telegraph pole 108-15 and telegraph pole 111-05; Albany branch: the shoulder is too narrow properly to support the ballast on the east end of bridge No. 191; the surface and line are irregular between telegraph pole 7-10 and telegraph pole 7-15.

Mohawk division: main line: track 1 is open west of milepost 164; track 3 has poor surface and line, the rail surface bent and kinked, and the joints churning west of Hoffmans: it is expected to replace this rail with 100-lb. relayer and make extensive repairs to this track; track 4 has churning joints and creeping rail west of Little Falls, churning joints near milepost 240 and east of milepost 258, and poor surface and line, and lacks ballast west of milepost 258; tracks 3 and 4 have poor surface and line near milepost 263 and milepost 271; cracked splice bars (one bar only) were noted in track 1 at telegraph pole 158-8 and telegraph pole 158-9; there are 2 rails with halfmoon breaks in the base in the westbound freight track a short distance south of tower 99, Rensselaer; West Shore railroad: the crossing-signs should be painted at stop 7, in the city of Utica, west of milepost 190, at crossings 215, 216, and 204, between milepost 172 and milepost 170, near milepost 148, east of bridge No. W 213, at Guilderland Center, and at Feura Bush; the sign at the highway crossing west of Ilion is broken; the track is churning on the eastbound between milepost 181 and 180; the rail is curve worn on the eastbound track on curve 175-C.

Western division: main line: churning track and poor surface and line on track 4 east of tower 4; the surface and line is irregular on track 4 east of milepost 410, at milepost 301, and east of milepost 296 on track 3; the crossing-signs need painting east of milepost 367 and east of milepost 321; the ties are bunched in track 4 west of bridge No. 680; frogs broken on the turnout side of the point were noted in track 4 east of tower 16, and in the crossover between tracks 1 and 2 west of tower 24, Brighton; track 4 is churning near signal 33961; Syracuse Junction railroad: the crossover between tracks 3 and 4 east of S X tower has no switch timbers between the heel of the switch and the toe of the frog in track 3; the ties are laced; and the south rail in track 3 is supported on ties at intervals of about 45 inches; trackmen were observed raising track 3 east of bridge

No. J610 with the jack on the inside of the rail; West Shore railroad: the westbound needs additional ballast south of milepost 293 and north of bridge No. 447; the stock rail is worn in the main line connection at Jordan: it should be replaced; there is a cracked splice (one bar only) in the eastbound track on bridge No. 456; frogs in the main tracks broken on the turnout side of the point were noted as follows: in the crossover east of tower 432, in the eastbound west of Catherine street, Syracuse, 2 in the crossover east of Catherine street, Syracuse, 2 in the crossover at section house No. 19, Syracuse, in the westbound near milepost 277, in the westbound east of road crossing No. 347, Syracuse, 2 in the 2 turnouts at the east city line sign of Syracuse, in the crossover east of the east city line sign of Syracuse, and in the crossover west of Walden avenue; Chenango branch: the 80-lb. rail laid recently has only 3 bolts to a joint near milepost S-21 and east of milepost S-22; east of Ballina extensive tie renewals were being made, and the track raised on new cinder ballast; the poor ties had been removed and new ones put in place but not spiked; at places 2 or 3 ties together were not spiked and this condition existed for a considerable distance back of the track gang, so that the ties would probably remain unspiked for a day or more: it is the best practice to spike the ties when they are put in the track.

Buffalo division: Buffalo belt: the rail on both tracks between bridges Nos. 23 and 22 is of light section and rather poor; frogs broken on the turnout side of the point were noted in the eastbound on bridge No. B10 and near the water tank north of bridge No. 8; the rail is curve worn between bridges Nos. B20 and B21; a rail in the main track at signal station T has a piece of the head broken out on the gauge side about 4 inches long; Terminal railway: there is a split end rail on the eastbound track near telegraph pole 4-16; piped or split head rails were noted in the eastbound track near telegraph pole 4-15 and one about 500 feet and another about 700 feet west of the overhead highway bridge west of milepost 4; the first 2 mentioned above had angle-bars spiked on the one side of the rail.

Rochester division: Auburn road: the crossing-signs were dingy at many of the crossings; those particularly noted in this respect were at the following points: east of Solvay, at telegraph pole 63-15, milepost 5-76, and west of milepost S-92; Canandaigua branch: new rail has been laid and cinders distributed for re-ballasting near milepost C-9; the surface and line of the new rail are poor, and the rail will be permanently damaged if the track is not given prompt attention; the highway crossing-signs should be painted at the crossing west of milepost C-17 and at milepost C-43; Attica branch: the surface and line are only fair on this branch; the traffic is very light, and the track is safe; Falls road: the surface and line of the westbound track under the new rail is irregular between Suspension Bridge and Walmore, particularly on the curve near milepost R-74; the crossing-signs should be painted at the crossings near milepost R-72, east of milepost R-72, and west of milepost R-59; a frog broken on the turnout side of the point in the westbound track west of section tool house No. 16 should be replaced; Charlotte branch: the surface and line of the northbound track are poor; new 80-lb. rail has been laid on this track, and it is now being re-ballasted, surfaced, and aligned; the new rail replaced 65-lb. rail, and the ties were not adzed uniformly: the wheel bearing is consequently irregular on the rail; several points were observed where the rail was rolled in so that it is worn on the outer edge of the head; the track was being repaired, but a long time would be required to finish it, and it is likely that in the meantime under these conditions the rail would become surface bent and kinked.

Ontario division: Ontario branch: the crossing-sign should be painted at Walker; Watertown branch: loose track bolts were noted on bridge No. 12; main track frogs broken on the turnout side of the point were noted at the north end of the siding at Central Square and south of Mallory.

St. Lawrence division: Watertown branch: the passing track at Richville is overgrown with grass and weeds; Ogdensburg branch: the crossing-sign should be painted at Morristown; Carthage branch: there is a frog broken on the turnout side of the point in the main track at the east end of Wilna siding; the surface and line are irregular near milepost SH-47 and through the swamp near milepost SH-48; Oswegatchie branch: the crossing-sign at the tale mill near milepost G4 appears to be hidden from view by trees; the crossing-signs should be painted at the crossing west of milepost G5 and east of milepost G11; DeKalb branch: there is a defective rail in the south side of the main track on bridge No. 18D. The rust under the head on the gauge side is streaked, indicating a piped or split head; the rail on this branch is generally poor: it is to be replaced during next year.

Adirondack division: Adirondack branch: loose track bolts were noted in the main track north of Newport; a piped or split head rail was observed on the east side of the main track 6 telegraph poles south of milepost H-14; the rust was streaked on the gauge side under the head; the highway crossing-signs at the following crossings were dingy and should be painted: the 2



crossings between mileposts H-21 and H-22 and at milepost H-23; Raquette Lake branch: the rail is light, surface bent, and kinked between Eagle Bay and Raquette Lake: the balance of the line is laid with 75-lb. relayer rail in good condition; the replacement of the light rail will be continued each year until finished: this should be done with as little delay as possible.

Pennsylvania division: main line: the rail on the high side of the curve north of bridge No. 9 is curve worn and should be replaced; the surface and line are irregular on the southbound track north of milepost L27; there is a frog broken on the turnout side of the point in the southbound track at the connection of the south leg of the wye south of Dresden, and another broken in a similar manner in the crossover near milepost L34; the track needs additional ballast on the northbound south of milepost L64, on the southbound south of bridge No. 54, and on both tracks north of bridge No. 68, and near milepost L39; Lyons branch: the surface and line on the southbound track north of milepost L10 are irregular; Penn Yan branch: the highway crossing-sign west of milepost D5 should be painted.

The bridge structures are with a few exceptions permanent in character. The larger openings are usually steel in one form or another supported on either concrete or stone masonry. The smaller openings are usually solid I-beams, longitudinal trough, or rail floors with or without concrete slabs. The girder and truss bridges in many cases have solid floors with the tracks ballasted thereon. These solid floors are usually transverse troughs or I-beams. On some of the transverse trough floors the track ties are supported on ballast between the plates making the tie spacing rather open. The bridges of recent construction having solid floors are made with transverse I-beams, and the ties are concreted in the deck with a wedge at one end. The ties are sized, creosoted, equipped with shoulder tie-plates, and the rails are fastened with screw spikes. The concrete floor is sloped down from the ends of the ties, and there is an opening between the concrete floor and the girder for the water to drain off of the bridge. In the older bridges of this kind the water collected under the ballast and had a tendency to corrode the steel.

The bridges are with a few exceptions in good condition. A criticism which applies to a number of them is the insufficient spiking of the guard-rails. The ties on the open floor bridges are spaced about 12 inches center to center, and the guard-rails and main rails on the majority of these are spiked at 24-inch intervals on the bridges, and about 20-inch intervals elsewhere. Although this appears to be inconsistent, the general practice being to spike the rails on a bridge at least as frequently as on ordinary track, it is safe. There are however a number of these bridges on which the guard-rails are spiked every fourth or fifth tie, and some ballasted floor bridges with the tie spacing 24 inches or more on which the guard-rails are spiked on alternate ties. This is obviously incorrect. The guard-rails should be full spiked to every tie where the tie spacing is 14 inches or more. It is the standard practice on this railroad to equip with inside guard-rails all the open span bridges over 20 feet between under copings. This is equivalent to a span of about 25 feet between back walls. It is the best practice to apply inside guard-rails to spans of 15 feet or more between back walls.

The minor defects in the bridges particularly noted are as follows:

Electric division: New York and Harlem railroad: bridge No. H60 and the first deck plate girder bridge north are about 20 feet and 35 feet in length respectively and they are not equipped with guard-rails; bridge No. H55, the masonry abutments have failed and the steel truss is supported on timber blocking.

Hudson division: bridge No. 147 is a deck plate girder raised on temporary wooden blocks; I-beam grillages are being made to replace the temporary blocks; bridge No. 223, the girders under the present tracks are supported on frame bents: 2 additional tracks are being built along the east side of the present tracks, and when they are placed in service this bridge will be rebuilt; bridges Nos. 302 and 324, the stone masonry is poor and the girders are supported on frame bents: the renewal of these bridges is held up pending the completion of plans for the construction of the third and fourth tracks; bridge No. 306, the bridge seats on the east abutment are cracked.

Harlem division: bridge No. H151 is being rebuilt with concrete abutments and new girders; bridge No. H149A is about 20 feet in length and has no inner guards; bridge No. H145, the inner guards are not properly spiked: in some places they are spiked on every fifth tie; bridge No. H114, the north abutment is being rebuilt with concrete: it is expected to shorten the span about 5 feet and thus strengthen the girders; bridges Nos. 107, 106, 102, 101, 100, 99, 97, 96, 75, and 74 are plate girder or I-beam spans with ballasted floors on which the inner guards should be full spiked; the 6 span deck plate girder bridge east of milepost 49 needs some new ties: about 200 will be replaced; bridge No. 83 has some poor ties: Lake Mahopac branch: bridge No. L165 is a rail floor span with stone masonry abutments which are cracked; bridge No. 162 has saprot on the deck

which should be adzed off: it is about 30 feet long and has no inner guards.

Putnam division: bridge No. P16 has a poor deck: this bridge is to be replaced; bridge No. P22 has saprot on the deck; bridge No. P27 has some poor ties and guard stringers; bridges Nos. P30 and P31 have saprot on the deck timbers; bridge No. P35 has some poor ties; bridge No. P50 is a ballast floor span: the inner guards are not full spiked; bridge No. P67 is a temporary trestle in use during the construction of a permanent bridge for the elimination of a grade crossing.

River division: bridge No. 22, the running rail on the west-bound is spiked on every fourth tie; bridge No. 25 is on a curve: the ties are rail cut on the eastbound track: tie-plates would prevent this and should be installed; bridge No. 27, the steel is dirty; bridge No. 27A is about 30 feet long and has no inner guards; bridges Nos. 34 and 56 are through truss double track spans: the floor beams are supported on blocking and the trusses are relieved from any load; bridge No. 63, the steel and bridge seats are dirty; bridges Nos. 131, 132, and 140 have saprot on the decks; Walkill Valley: the Rosendale viaduct is of light steel construction and a speed limit of 6 miles per hour is enforced: there are some poor ties in the deck, about 100 ties are to be renewed this year; the steel was being painted at the time of the inspection; Albany branch: bridge No. 191, the stone masonry bridge seats on the east abutment have failed: the truss is temporarily supported on a double frame bent in front of the abutment; the masonry was to be repaired at once; bridge No. 194 has saprot on the deck timbers.

Mohawk division: the steel and bridge seats are dirty on the Mohawk River bridge at Schenectady and also on bridges Nos. 391 and 413; bridge No. 422 is a 2-span through plate girder with ballasted floor about 60 feet in length: there are no inner guards; bridges Nos. 425 and 447 are ballasted floor through plate girders about 30 feet in length with no inner guards; bridge No. 450, the inside guard-rails on tracks 1 and 2 are spiked on every fifth tie; bridge No. 452, inner guards are installed on tracks 1 and 4, and they are spiked to every fourth or fifth tie; the ballasted floor through plate girder bridge east of milepost 213 has the guard-rails spiked on alternate ties: it should be full spiked; bridge No. 455 has inner guards on tracks 1 and 4 only, and they are spiked on about every sixth tie; bridge No. 456 is about 30 feet in length and has no inner guards; bridge No. 466, the inner guards are spiked in places 4 times to the rail, and the main rail on track 2 is spiked in places on every fourth tie; bridge No. 467, the inner guards in places are spiked on every fifth tie; bridge No. 468 is about 40 feet long and has no inner guards; bridge No. 476 is about 35 feet long and has no inner guards; bridges Nos. 480A and 586 the inner guards are spiked every fourth tie; bridge No. 494 is about 30 feet long, and has no inner guards; bridge No. 565 is about 24 feet in length and has no inner guards; bridge No. 572 is a ballasted floor through plate girder on which the guards should be full spiked; West Shore railroad: the bridge east of Manlius Center and the 2 span girder bridge east of South Bethlehem have the inner guards spiked every fourth tie; the bridge east of CV tower has the inner guards spiked every fifth tie; the bridge east of YO tower is a ballast floor through plate girder about 60 feet long with no inner guards; bridge No. W383 is about 90 feet long and has no inner guards; bridge No. W380 is a through plate girder about 30 feet in length and has no inner guards; bridges Nos. W379, W322, W315, W242, W241, and W216 have the inner guards spiked every fifth tie; bridge No. W368 is a ballasted floor through plate girder, and should have the inner guards full spiked; bridge No. W364 and the first bridge east of milepost 227 have the main rail and inner guards spiked every fourth tie; bridge No. W360 is a through plate girder about 30 feet in length, and has no inner guards; the 2-span ballasted floor through plate girder bridge west of Mohawk is about 80 feet long and has no inner guards; bridge No. W306 is about 30 feet long and has no inner guards; the girder bridge east of Indian Castle has the inner guards spiked every fourth tie; bridge No. W279, the inner guards are spiked every fourth tie, and the bridge seats and steel are dirty; bridge No. W278, the inner guards are spiked every fifth tie, and the bridge seats are dirty; the through girder bridge west of Sprakers has the inner guards spiked every fourth tie, and the bridge seats and steel are dirty; bridge No. W261 the inner guards are spiked every sixth tie, and the bridge seats are dirty; bridges Nos. W260 and W259 have the inner guards spiked every sixth tie; the deck girder bridge west of Auriesville has the inner guards spiked every fifth to seventh tie, and the bridge seats are dirty; the through girder bridge east of milepost 163 and bridges Nos. W224 and W215 are each about 35 feet long and have no inner guards; bridge No. W236 has the inner guards on the east-bound spiked about every sixth tie; bridge No. W233, the bridge seats are dirty; Troy and Greenbush branch: the bridge near Iron Works needs new outer guards; Troy and Schenec-



tady branch: bridges Nos. T37, T36, T19, and T14 have the inner guards spiked every fourth tie.

Western division: the bridge over Hamilton street, Syracuse, has a cracked bridge seat on the east abutment under the middle girder; the 3-span ballasted floor bridge over the street west of tower 25 has no inner guards; bridges Nos. 669 and 666 have the inner guards on tracks 3 and 4 spiked on every fourth tie; bridge No. 636 is about 100 short spans of deck girders on stone and concrete piers: the stone masonry piers in many instances are failing, and they are being replaced with concrete: they are reinforced with frame bents pending their replacement, which was progressing in a satisfactory manner at the time of the inspection; bridge No. 627 is a ballast floor 1-beam span about 24 feet in length with no inner guards; bridge No. 590 is a girder span about 80 feet long and has no inner guards; Syracuse Junction railroad: J616, the ties are about 30 inches center to center, and the inner guards are spiked on alternate ties; J608A and J609 are deck girder bridges with inner guards on 1 track only; West Shore railroad: bridge No. W433 is a deck girder about 80 feet long, and it is not equipped with inner guards; bridge No. W454, the inner guards in several places are spiked on the third and fourth ties; the long deck girder bridge west of milepost 308 has some poor ties, and saprot on the deck timbers; bridge No. W473 has some poor ties due to saprot; bridge No. W494 has saprot on the eastbound deck; bridge No. W500, the ties are poor on the eastbound track; bridges Nos. W438 and W501 have saprot on the decks; bridge No. W507 has saprot on the deck and some poor ties; bridge No. W507 D is a frame bent trestle: new concrete masonry is completed, and steel is being assembled to replace the trestle; bridge No. 584, several angle-bar slots are spiked to the bridge ties; Chenango branch: bridge No. E17 is a deck girder about 20 feet long on a curve, and it has no inner guard-rails; bridge No. E46 is about 25 feet long, on a curve, and has no inner guards; bridge No. E47 has the inner guards spiked on every fourth or fifth tie; bridges Nos. E63, E64, and E65 are timber trestles with the inner guards spiked every fifth tie; bridge No. E71 has creosoted deck timbers: the track is on a curve, and there are no plates to protect the ties which are consequently rail cut; bridges Nos. E73 and E78 have shims under the rails which can be removed by putting plates under the girder bearings.

Buffalo division: Niagara branch: bridge No. 24 has a cracked bridge seat on the west abutment; Lockport branch: bridges Nos. K128 and K129 have the inner guards spiked every fourth tie; Belt line: the guard-rails on the approach to bridge No. B23 should be full spiked; Terminal railway: bridge No. 8 is a 2-span through plate girder bridge about 180 feet in length with no inner guards.

Rochester division: Auburn road: bridge No. A19 has a transverse trough floor with ordinary track ties between the plates: the inner guards are spiked on alternate ties: they should be full spiked; Canandaigua branch: bridge No. P1, the ties are spaced about 15 inches apart, and the inner guards are spiked on alternate ties; bridges Nos. P15C and P30 have some poor ties; bridge No. P23, the ties are spaced about 15 inches apart, and the main rail and inner guards are spiked on alternate ties; bridge No. P45 the inner guards are spiked on every fourth tie; bridge No. P51, the masonry joints in the pier on the east side under the north girder are open and should be pointed; bridge No. P57 has a ballast floor with the guard-rails spiked on alternate ties; Falls road: bridge No. F186 is a solid floor with the ties embedded in concrete between the transverse I-beams: the inner guards are spiked on every fourth tie.

Ontario division: Ontario branch: bridge No. O-56, the inner guards are not full spiked off of the bridge; bridge No. O-56A is a solid floor made of transverse troughs with track ties on ballast between the plates: the inner guards are spiked on alternate ties; bridge No. O-97 is a steel viaduct with the ties spaced about 15 inches apart: the main rail and the inner guards are spiked on alternate ties; bridges Nos. O-99, O-130, O-138, O-142, O-145, and O-201, the inner guards are spiked on every fourth tie; bridge No. O-102, the east abutment is cracked: it is braced with timbers, and the girders are supported on a frame bent in front of the abutment; bridge No. O-186A is an I-beam ballasted floor about 24 feet long without inner guards; bridge No. O-196 is a through plate girder with ballasted floor: the inner guards are not full spiked; the 3-span girder bridge east of Red creek has the inner guards spiked every fourth tie, and joined with half angle-bars with 2 bolts in the joints; bridge No. O-226 is about 28 feet long and has no inner guards; bridge No. O-227 is a deck girder about 28 feet long without inner guards and the main rail in places on the westbound track is spiked every fourth tie; Phoenix branch: bridge No. P4 has the inner guards in places spiked every fifth tie; Watertown branch: bridge No. 3, the steel is dirty; bridge No. 12, the masonry is poor: the steel is supported on frame bents: steel is on hand to replace this bridge, but the work is delayed pending negotiations with

the State on account of the Barge Canal, the channel of which this bridge spans: the canal channel has been dredged under the bridge, and it is likely that it is now below the foundation of the piers; trains are restricted to a speed of 8 miles per hour, and the structure is carefully inspected at frequent intervals; bridge No. 14, the bridge seats are dirty, and the inner guards are spiked on every fourth tie; bridge No. 22, the inner guards are spiked every fourth tie; Rome branch: bridges Nos. R-1, R-44, and R-52 have the inner guards spiked about every fourth tie.

St. Lawrence division: Watertown branch: bridge No. 78 has poor ties, and the inner guards are spiked every fourth tie: it is expected to renew the deck; bridge No. 99 has the inner guards spiked about every fifth tie; bridge No. 116, the south abutment is cracked under the west bearing; bridge No. 187 is being replaced with a concrete flat top culvert; bridge No. 188 is a one span pile trestle: the deck is poor: this opening is to be replaced with a concrete flat top culvert; Ogdensburg branch: bridge No. U-206 is a through girder span about 39 feet long with a ballast floor: it has no inner guards; bridge No. U-176, the bridge seat on the west side of the north abutment has a piece broken out: it is expected to face the abutment with concrete; bridge No. U-74 has saprot on the deck timbers; bridge Nos. U-53 and U-50 have the inner guards spiked about every fourth tie; bridge No. U-52 has poor stone masonry abutments which are reinforced with frame bents: this bridge will be rebuilt next year; bridge No. U-29 has some saprot on the deck timbers; Cape Vincent branch: bridge No. V8 has the inner guards spiked about every fourth tie; bridges Nos. V20, V31, V32, V33, and V36 are girder bridges over 20 feet long having no inner guards; Cathage branch: bridges Nos. C-3 and C-5 have the inner guards spiked every fourth tie; bridges Nos. C-17 and C-18 have poor stone masonry: these structures will be replaced with concrete flat top culverts; bridges Nos. C-22, C-23, and C-32 are I-beam spans about 24 feet long having no inner guards; Oswegatchie branch: bridge No. G-2 is a through girder about 32 feet long without inner guards; bridge No. G-17 has the inner guards spiked on alternate ties: the ties are about 16 inches apart; bridge No. G-20, the inner guard rails are spiked on about five ties to the rail; bridge No. G-22 has saprot on the deck timbers; DeKalb branch: bridges Nos. D-6 and D-18 the inner guards are spiked every fourth tie; bridge No. D-14, the deck is poor: this opening will be replaced with a concrete flat top culvert; Adirondack branch: bridge No. M-10 is a ballast floor span about 25 feet long with no inner guards; bridge No. M-14 has poor ties; bridge No. M-15 is a through truss with a transverse trough ballasted floor: the ties are between the plates, and the inner guards are spiked on alternate ties or at about 4-foot intervals: some of the ties are poor; bridge No. M-16 has a ballast floor and the inner guards are spiked on alternate ties: the ties are poor; bridge No. M-28 has a ballasted floor: it is about 30 feet in length and has no inner guards; bridge No. M-113, the main rail and inner guards are spiked on every fourth tie; bridge No. M-112 is about 25 feet in length and has no inner guards; St. Lawrence and Adirondack: bridge No. 17 has the inner guards spiked every fourth tie; bridge No. 29, the inner guards are insufficiently spiked on the approaches to the bridge; Hinckley branch: the 3-span deck girder bridge has some angle-bar slots spiked to the ties.

Pennsylvania division: bridge No. 25 has the inner guards spiked every fourth tie; bridge No. 33 has saprot on the deck of the southbound track; bridge No. 39 has the inner guard-rails spiked every fourth tie; bridge No. 54 has a ballasted floor and the inner guards are spiked on alternate ties; bridge No. 64 is a through girder about 30 feet long without inner guards; bridge No. 68 is a deck girder about 24 feet long without inner guards; bridge No. 70 is a through girder with a transverse trough, ballasted floor. The ties are spaced 12 to a rail, and the inner guards are spiked on alternate ties; Penn Yan branch: bridge No. Y-2 is a deck plate girder supported on temporary wooden blocks: the inner guards are spiked every fourth tie: this bridge will be replaced with I-beams and concrete.

The station buildings generally appear to provide facilities consistent with the peculiar needs of each locality. The buildings are in good repair and usually well painted. Where it is available, running water with flush closets and sanitary drinking fountains are provided. The waiting rooms were clean and orderly, and the driveways, lawns, and platforms were in good condition. The buildings are principally frame of which there are 517. There are, however, 77 brick, 24 stone, and 3 stucco buildings which are at the more important junction points and cities. The platforms are elevated at most of the stations in the commuter district of New York city and at some of the other important stations. Where the platforms are covered by a canopy they are usually concrete. Brick is being used extensively to replace exposed screening and wood platforms. Since



the previous inspection 16 frame, 3 brick, and 2 stone station buildings have been completed and placed in service. Among these are the stations at Utica and Rochester which are modern structures, each peculiarly adapted to the local conditions, and although dissimilar in design, they are both conveniently arranged for the safe and prompt handling of passengers and equipped with modern and sanitary conveniences. They are by far the finest examples of station architecture within the jurisdiction of this Commission and they are a credit to the railroad company and the communities which they serve. The concrete island platforms with shelter roofs are connected with the waiting-rooms by well lighted subways. The upper stories of these buildings are utilized for division offices.

The other new stations are modern, convenient, sanitary, and of fitting design for the local requirements. There are new stations in course of erection or contemplated in connection with the extension of the third and fourth tracks and change in alignment at Poughkeepsie and Fishkill on the Hudson division, and at White Plains and Ossining on the Electric division. The station at Bryn Mawr Park on the Putnam division was destroyed by fire, and a passenger car is in use temporarily until the station can be rebuilt. The station at Heuvelton on the DeKalb branch has been moved to a new location and is being rebuilt. A passenger car is being used temporarily. The steps in front of the station at West Rush on the Canandaigua branch should be repaired. The platform was dirty at Massena Springs.

The grade crossings with steam railroads are as follows:

Hudson division: Cold Spring, 4 tracks are crossed by 1 track of the J. B. and J. M. Cornell Company, protected by mechanically interlocked signals with derails in the industrial track. Hudson, 4 tracks are crossed by two tracks of the Boston and Albany railroad, protected by mechanically interlocked signals and derails.

Harlem division: Millerton, 1 track is crossed by 1 track of the Central New England railway, protected by gates which swing across the track. Boston Corners, 2 tracks are crossed by 1 track of the Central New England railway, protected by gates which swing across the track. Lake Mahopac branch. Lake Mahopac, 1 track is crossed by one track of the Putnam division, protected by interlocked signals.

River division: Kingston, 2 tracks are crossed by 2 tracks of the Ulster and Delaware railroad, protected by electrically controlled mechanically operated signals.

Mohawk division: Rensselaer, 3 tracks are crossed by 3 Boston and Albany railroad tracks, protected by mechanical interlocking. Albany Basin, 1 siding is crossed by 2 main tracks of The Delaware and Hudson Company's railroad, protected by low pressure pneumatic interlocking. Troy and Schenectady branch: Schenectady, 2 tracks are crossed by 2 tracks of The Delaware and Hudson Company's railroad, protected by mechanically interlocked signals. Green Island, 3 tracks are crossed by 1 siding of The Delaware and Hudson Company's railroad, protected by an interlocking plant. West Shore railroad: Voorheesville, 2 tracks are crossed by 1 track of The Delaware and Hudson Company's railroad, protected by a swinging gate operated by day and night flagmen. South Schenectady, 3 tracks are crossed by 1 track of The Delaware and Hudson Company's railroad, protected by mechanical interlocking. New York Mills, 2 tracks are crossed by 1 track of the Delaware, Lackawanna and Western railroad, protected by mechanical interlocking. New York Mills, 2 tracks are crossed by 1 track of the New York, Ontario and Western railway, protected by mechanically interlocked signals. Clark Mills, 2 tracks are crossed by 1 track of the New York, Ontario and Western railway, protected by mechanical interlocking. Canastota, 2 tracks are crossed by 1 track of the Lehigh Valley railroad, protected by mechanical interlocking.

Western and Buffalo divisions: Batavia, 6 tracks are crossed by 1 track of the Erie railroad, protected by electric interlocking. Syracuse, 1 track is crossed by 1 track of the Delaware, Lackawanna and Western railroad, protected by mechanical interlocking. Salina, 2 tracks are crossed by 2 tracks of the Ontario division, Watertown branch, protected by mechanical interlocking. Buffalo, 4 tracks are crossed by 1 track of the West Shore railroad, connection with the Buffalo Creek railroad, protected by pneumatic interlocking; 4 tracks are crossed by 2 tracks of the Pennsylvania railroad, protected by electric interlocking; and 4 tracks are crossed by 2 tracks of the Erie railroad, protected by pneumatic interlocking. Lyons, 5 tracks are crossed by 1 track of the Pennsylvania division, protected by mechanical interlocking. Attica branch: Batavia, 1 track is crossed by 1 track of the Erie railroad, protected by a tilting board. Niagara branch: Black Rock, 2 tracks are crossed by 2 tracks of the Erie railroad, protected by mechanical interlocking. North Tonawanda, 6 tracks are crossed by 1 track of the Erie railroad, protected by mechanical interlocking. Suspension Bridge, the main track and the Y tracks are crossed by tracks of the Grand Trunk, Michigan Central, Erie, and Lehigh Valley railroads, protected by pneumatic interlocking controlled from tower No. 65. Tonawanda branch: North Tonawanda, 1 track is crossed

by 1 track of the Erie railroad, protected by mechanical interlocking; and 1 track is crossed by 3 tracks of the Lockport branch, protected by mechanical interlocking. Lockport branch: North Tonawanda, 2 tracks are crossed by 1 track of the Erie railroad, protected by all electrically interlocked signals and derails. Terminal railway: Gardenville Junction, 2 tracks are crossed by 2 tracks of the Pennsylvania railroad, protected by mechanically interlocked signals and derails. Chenango branch: Rippleton, 1 track is crossed by 1 track of the Lehigh Valley railroad, protected by a revolving target connected with the manual block signal. West Shore railroad: Syracuse, North Franklin street, 2 tracks are crossed by 1 track of the Watertown branch, Ontario division, protected by mechanically interlocked signals. Mortimer, 2 tracks are crossed by 1 track of the Lehigh Valley railroad, and 1 track of the Erie railroad, protected by mechanically interlocked signals and derails. Genesee Junction, 2 tracks are crossed by 1 track of the Pennsylvania railroad, protected by swinging gates. Akron Junction, 2 tracks are crossed by 1 track of the Tonawanda branch, protected by mechanically interlocked signals and derails.

Rochester division: Canandaigua branch: Golah, 1 track is crossed by 1 track of the Erie railroad, protected by a tilting board. Caledonia, 1 track is crossed by 1 track of the Genesee and Wyoming railroad, protected by mechanically interlocked signals. Leroy, 1 track is crossed by 1 track of the Buffalo, Rochester and Pittsburgh railroad, protected by a tilting board; and 1 track is crossed by 1 track of the Erie railroad, protected by a tilting board. Charlotte branch: Charlotte, 3 tracks are crossed by 2 tracks of the Ontario division, protected by interlocked signals. Auburn branch: Auburn, 1 track is crossed by 1 track of Lehigh Valley railroad, protected by mechanically interlocked signals. Phelps Junction, 1 track is crossed by 1 track of the Northern Central railway, protected by flagman; all trains stop before crossing; a red flag by day and a red light at night are the indications to proceed for Northern Central railway trains; a white flag or light displayed indicates proceed for New York Central and Hudson River railroad trains.

Ontario division: Ontario branch: Wallington, 1 track is crossed by 1 track of the Northern Central railway, protected by mechanically interlocked signals. Sterling, 1 track is crossed by 1 track of the Lehigh Valley railroad, protected by mechanically interlocked signals and derails. Oswego, at 1.04 and 1.67 miles east 1 track is crossed by 1 track of the New York, Ontario and Western railway: each of these crossings is protected by a tilting board. Watertown branch: Central Square, 1 track is crossed by 1 track of the New York, Ontario and Western railway, protected by semi-automatically interlocked signals and derails.

St. Lawrence division: Watertown branch: Philadelphia, 2 tracks are crossed by 2 tracks of the Ogdensburg branch, protected by semaphore signals. G. and O. Junction, 1 siding is crossed by 1 leg of the wye on the Oswegatchie branch, no protection is provided. Norwood, 1 track is crossed by 1 track of the Rutland railroad, protected by interlocked semaphore signals.

Adirondack division: Tupper Lake Junction, 1 track is crossed by 1 track of the New York and Ottawa railway, protected by electrically interlocked signals. Malone Junction, 2 tracks are crossed by 1 track of the Rutland railroad, protected by electrically operated and interlocked signals.

Pennsylvania division: Corning, 2 tracks are crossed by 2 tracks of the Erie railroad, protected by mechanically interlocked signals and derails.

The grade crossings with electric railroads are as follows:

Electric division: New York and Harlem railroad: White Plains, 2 tracks are crossed by 1 track of the Westchester Street railroad, protected by gates.

Putnam division: Dunwoodie, 2 tracks are crossed by 1 track of the Yonkers railroad, protected by gates. Nepperhan, 1 track is crossed by 1 track of the Yonkers railroad, protected by gates and derails in the trolley track. Elmsford, 1 track is crossed by 1 track of the Westchester Street railroad, protected by gates and derails in the trolley track.

River division: Kingston, 3 tracks are crossed by 1 track of the Kingston Consolidated railroad, protected by gates.

Mohawk division: West Shore railroad: South Utica, 2 tracks are crossed by 2 tracks of the New York State Railways at Mohawk street and at Genesee street, both crossings being protected by gates and derails in the trolley tracks. Old main line at Rome: Rome, 2 tracks are crossed by 2 tracks of the New York State Railways, protected by derails in the trolley track. Main line: Amsterdam, 1 siding is crossed by 1 track of the Fonda, Johnstown and Gloversville railroad, protected by a derail in the trolley. Tivoli Hollow railroad: Albany, 1 track is crossed by 1 track of the United Traction Company, protected by a flagman. Troy and Schenectady branch: Green Island, 1 track is crossed by 1 track of the United Traction Company, protected by gates.

Western and Buffalo divisions: Syracuse, East Genesee street, Warren street, and Salina street, 2 tracks are crossed by 2 tracks of the New York State Railways: each crossing is protected by a



flagman. Tonawanda branch: North Tonawanda, 1 track is crossed by 1 track of the International railway, protected by mechanical interlocking. North Tonawanda, Goudry street, 1 track is crossed by 1 track of the International railway, protected by a flagman. Niagara branch: Buffalo, Hertel avenue, 4 tracks are crossed by 2 tracks of the International railway, protected by a flagman and derails in the trolley tracks. Niagara Falls, Second street, 6 tracks are crossed by 2 tracks of the International railway, protected by gates. Lewiston, 2 tracks are crossed by 1 track of the Niagara Gorge railroad, without protection. Lockport branch: North Tonawanda, 0.16 mile east, 2 tracks are crossed by 1 track of the International railway, protected by an all electric interlocking plant. North Tonawanda, Vandervoort street, 3 tracks are crossed by 1 track of the International railway, protected by a flagman. North Tonawanda, Paynes avenue, 2 tracks are crossed by 2 tracks of the International railway, protected by mechanical interlocking. North Tonawanda, 1.01 miles east, 1 track is crossed by 1 track of the International railway, protected by mechanical interlocking. West Shore railroad: Syracuse, James street and Salina street, 2 tracks are crossed by 2 tracks of the New York State Railways, protected by gates at both crossings. Terminal railway: Depew, 2 tracks are crossed by 1 track of the Buffalo Southern railway, protected by derails in the trolley tracks.

Rochester division: Auburn branch: Canandaigua, 2 tracks are crossed by 1 track of the New York State Railways, protected by derails in the electric line. Geneva, 1 track is crossed by 1 track of the Geneva and Auburn railway, and near the station, 2 tracks are crossed by 1 track of the Geneva and Auburn railway; the former is protected by derails in the trolley track, and the latter by a flagman. Auburn, 2 tracks are crossed by 1 track of the Auburn and Syracuse Electric railroad, protected by a flagman. Falls branch: Otis, 2 tracks are crossed by 2 tracks of the New York State Railways, protected by derails in the electric line. West Lockport, 3 tracks are crossed by 1 track of the International railway, protected by a flagman.

Ontario division: Ontario branch: Oswego, 1.74 miles west, 1 siding is crossed by 1 track of the Empire United Railways; 0.03 mile and 0.44 mile east, 2 tracks are crossed by 1 track of the Empire United Railways; and 1.13 miles east, 1 track is crossed by 1 track of the Empire United Railways; these crossings are unprotected except that they are flagged by the conductors on the electric railroad. Watertown branch: Syracuse, 0.20 mile east, 1 track is crossed by 2 tracks of the New York State Railways, without protection except for the flagging done by the crews of the electric cars. Syracuse, 0.32 mile east, 1 track is crossed by 2 tracks of the Empire United Railways, protected by derails in the trolley tracks. Rochester branch: Rochester, 2.72 miles north, 1 track is crossed by 1 track of the New York State Railways, protected by derails in the trolley track.

St. Lawrence division: Watertown branch: Watertown, 0.5 mile south, 3 tracks are crossed by 1 track of the Black River Traction Company, protected by gates; derails should be provided in the electric tracks on account of the steep grade on the approach to the crossing. Watertown, 0.5 mile north, 1 track is crossed by 1 track of the Black River Traction Company, without protection except the flagging done by the crews of the electric cars. Watertown, 1 mile north, 1 siding is crossed by 1 track of the Black River Traction Company, without protection. Cape Vincent branch: Watertown, 1.5 miles west, 1 track is crossed by 1 track of the Black River Traction Company, protected by gates. Carthage branch: Watertown, 0.5 mile east, 2 tracks are crossed by 1 track of the Black River Traction Company, protected by derails in the electric tracks.

Pennsylvania division: Geneva, 1.1 miles north, 2 tracks are crossed by 1 track of the Geneva and Auburn railway, protected by derails in the electric track.

Train movements on the main line between New York city and Buffalo are controlled by automatic and controlled manual block systems. The latter was formerly used exclusively, but in recent years an electric automatic block system has been installed which has replaced it on all but a comparatively short mileage. The West Shore railroad from Nyack to South Schenectady, the Troy and Greenbush branch, Niagara branch from Crosstown Junction to Suspension Bridge, the New York and Harlem railroad from the New York city line near Mt. Vernon to Dykemens, the Yonkers branch, the Falls road between West Lockport and Lockport Junction, the Watertown branch from Syracuse to Salina, and the eastbound track on the Terminal railway from Gardenville Yard to Depew Junction are equipped with automatic electric block signals. These signals are either the 2-arm, 2-position lower quadrant or the 1-arm 3-position upper quadrant types. The West Shore railroad between Clark Mills and Kirkville Junction, and the Hoffmans connection are equipped with a controlled manual block system. The other lines have the manual or telegraphic block system except on one or two of the minor branches. There are automatic disc or banjo signals on the main line of the Niagara branch between Exchange street and Terrace stations in Buffalo. Train movements are restricted to a speed of 6

miles per hour where these signals are in service, and under the conditions their use is not considered unsafe. In addition to the signal stations for the manual block system there are a considerable number of interlocking plants protecting grade crossings, crossovers, yard entrances, etc. These are principally mechanically, pneumatically, or electrically operated. The newer installations are all electric and have 3-position upper quadrant signals.

The train order signals are both upper and lower quadrant types with the east and west or north and south arms on the same pole located in front of the telegraph station.

The signals were in good condition and no defects were noted.

The main line south of Croton-on-the-Hudson and the New York and Harlem railroad south of North White Plains are equipped for electric traction, and the trains destined to the Grand Central Terminal are electrically operated. Terminal facilities are nearing completion at Harmon on the main line where the change from electric to steam locomotives is now made on all trains.

The West Shore railroad is also equipped for electric traction between Clark Mills and Syracuse. The electric cars of the New York State Railways are operated over this track under an agreement. The electric power is supplied by a third rail system in which the contact rail is supported head down on a gooseneck casting resting on the ends of long track ties. The contact shoe on the cars or locomotives is held in place against the head of the rail by a spring. The third rail is covered with a wooden box which fits over the top and sides leaving only the head exposed.

The principal terminals on the main line are at New York city and Buffalo. The former is the largest shipping center in the United States, and the centrally located passenger and freight terminals in this city yield a large volume of business destined to points in central and northern New York and to points west of Buffalo via the Great Lakes and the various railroad connections in Buffalo. The Boston and Albany railroad connection at Albany is a very important line of communication between New England and points north and west of Albany, and a considerable volume of business is handled through this gateway.

The West Shore railroad parallels the main line from Weehawken, on the west bank of the Hudson river opposite New York city, to Buffalo. A heavy suburban passenger service is performed south of West Haverstraw and a limited number of local trains are operated to and from Albany. The passenger service between Ravena and South Utica is strictly local with the exception that 3 through passenger trains in each direction between Weehawken and Buffalo use the West Shore tracks south of Rotterdam Junction. Between South Utica and Syracuse there is no passenger service except that which is performed by the New York State Railways. West of Syracuse a local passenger service is performed by 1 train in each direction to Fairport. There is no passenger service between Fairport and Churchville Junction. One main line through train in each direction between Buffalo and New York, and 3 local trains between Buffalo and Rochester are operated over the West Shore tracks between Churchville Junction and Buffalo. The various connections with the main line between Albany and Buffalo make it a valuable auxiliary freight line for which it is extensively used. The Adirondack division from its connection with the Ogdensburg branch of the St. Lawrence division at Remsen to Malone Junction is used principally for passenger service, due to prohibitive grades and the state regulations requiring oil burning locomotives during the greater part of the day in the Summer. The summer travel to the Adirondack lake and mountain resorts is comparatively heavy, and in addition through trains are operated between Utica and Montreal. The branch lines to Raquette Lake and Saranac Lake have a moderate summer traffic. Trains from the latter branch are operated over the tracks of The Delaware and Hudson Company to Lake Placid. There is a comparatively heavy freight traffic north of Malone Junction which is handled in connection with the St. Lawrence division by trackage over the Rutland railroad from Malone Junction to Norwood. There is some freight traffic between Malone Junction and Remsen but it is moved at night during the summer season when coal burning engines are permitted.

The St. Lawrence division has a purely local passenger traffic which is somewhat increased during the summer season by travel to and from the east shore of Lake Ontario and the St. Lawrence Valley. The through freight traffic is comparatively heavy from Massena Springs, the Grand Trunk railway connection, and Norwood the Rutland railway connection where the Adirondack division freight trains are received as mentioned previously, south to Watertown and via the Ontario division to Syracuse and Rome where connections are made with the main line. There is also a comparatively heavy freight traffic over the Ogdensburg branch between Ogdensburg where connection is made with the lake steamers, and Utica.

The Watertown and Rome branches of the Ontario division have comparatively heavy freight traffic. The Ontario branch has a considerable local freight traffic consisting of farm, orchard, and



dairy products. The passenger traffic is moderate on the entire division. Passenger trains are operated over the tracks of the New York, Ontario and Western railway between Oswego and Broadway, Fulton.

The Rochester division has a moderate local freight and passenger service, except on the Falls road where the freight traffic is heavy between Rochester and Suspension Bridge, where connection is made with the Michigan Central and Grand Trunk railways. The Lehigh Valley railroad trains to and from Suspension Bridge are operated over the Tonawanda and Niagara branches from Tonawanda Junction to Suspension Bridge. The Pennsylvania division has a comparatively heavy traffic in coal from the Clearfield coal region of Pennsylvania. The passenger traffic is moderate.

The main line branches are usually light traffic lines with the exception of the Troy and Greenbush branch, and the Niagara branch. The former is used in connection with The Delaware and Hudson Company's tracks from Albany to Troy as a belt line on which passenger trains of both railroads are operated at about 30 minute intervals. The Niagara branch has heavy traffic between Buffalo and Suspension Bridge. The Terminal railway is used exclusively for freight interchange with the Lake Shore and Michigan Southern railway.

The main line of the Electric division has a heavy suburban traffic which extends north to Peekskill on the Hudson division and Brewster on the Harlem division. The freight and passenger traffic north of Brewster is moderate.

Since the previous inspection the following improvements have been made:

Electric division: the length of sidings has been increased 2.02 miles; 1 plate girder bridge, 2 pipe, and 7 rail floor culverts have been rebuilt; 2 passenger stations have been rebuilt; 1.84 miles of new 105-lb., and 0.09 mile of new 100-lb. rail have been used in renewals; 22,841 ties were replaced; 9.35 miles of track were re-ballasted with stone; the electrification of the tracks to Croton has been completed; the terminal at Harmon has been completed; the Scarborough improvement is finished; the elimination of the grade crossings at Irvington and Ossining is in progress; grading for the Croton classification yard is partly completed; the Hartsdale and White Plains improvements are in progress; the grading for the White Plains local delivery yard is partly finished; permanent bridge warnings have been erected; the installation of the upper quadrant signal system has been completed.

Hudson division: track 3 has been extended 1.91 miles; track 4 has been extended 2.05 miles; sidings have been extended 6.05 miles; a new brick station has been built at Rhinecliff; 24 miles of new 105-lb., and 2 miles of relayer 100-lb. rail have been laid releasing 100-lb. rail; 86,900 ties were renewed; 100 miles of track were re-ballasted with stone; a new coaling bridge and water station at Poughkeepsie has been completed; a new pump house at Tivoli is completed; the highway grade crossing has been eliminated at Crugers.

Harlem division: sidings have been increased 0.31 mile; 2 rail floor culverts have been built; a new combination freight and passenger station, and freight yard at Towners has been completed; 9.8 miles of new 105-lb. rail has been laid releasing 80-lb. rail; 52,700 cross ties were used on renewals; 10 miles of track were re-ballasted with stone; 2.5 miles of track were re-ballasted with cinders; Babbitts highway grade crossing at Bedford Hills has been eliminated; new freight yards have been completed at Bedford Hills and Pleasantville.

Putnam division: there has been no change in track mileage; 2 single span plate girder bridges have been rebuilt; 2 pile trestles, 1 of 4 spans and the other of 6 have been rebuilt; 4.5 miles of new 80-lb., and 1.5 miles of relayer 80-lb. rail have been laid releasing 65-lb. rail; 21,600 cross ties were renewed; 1 mile of track was re-ballasted with cinders.

River division: the total length of sidings has been increased 3.73 miles; new combination passenger and freight stations have been built at Iona Island and Marlborough, and a new freight station at Coxsackie; 44.07 miles of new 105-lb. rail and 4.99 miles of relayer 80-lb. rail were laid releasing 80-lb. rail; 110,251 cross ties were renewed; 540 miles of track were re-ballasted with stone and 3.5 miles with cinders; 2 rail floor culverts, replacing timber trestles, and 5 pipe culverts were installed; a new siding has been built at Alsen; the station at Highland Falls has been raised and repaired; a new 85 foot turntable has been installed at Kingston; the grade crossing of Orange avenue, Walden, has been eliminated; a 70 foot turntable has been installed in the New York, Ontario and Western railway pit at Campbell Hall; a new concrete retaining wall on bridge No. 85, the strengthening of bridges Nos. 54, 56, and 45, and the painting of Coeymans viaduct have been completed.

Mohawk division: the change in line at Rome reduced the mileage of tracks 1, 2, 3, and 4 about 0.32 mile; track 3 on the West Shore was reduced 0.45 mile; changes on the Hoffman's connection increased the mileage of tracks 1 and 2 about 0.8 mile, and on the Schenectady detour track 2 was increased 0.11 mile;

the net decrease in total length of tracks 1, 2, 3, and 4 is 0.82 mile; bridge No. 385-A has been replaced with a 1 span deck plate girder bridge; bridge No. T25, an overhead highway, has been replaced with a through plate girder span; bridges Nos. 487, 550, 553, and 554 have been replaced with concrete arches; bridge No. 557 has been replaced with a rail floor culvert; 12 new openings have been made with castiron pipe; 40 openings have been replaced with castiron pipe; a new freight station has been built at Ilion, and extensions have been made to the freight stations at Amsterdam, St. Johnsville, and Little Falls; new passenger stations have been built at Utica and Rome; 64.47 miles of new 105-lb. rail replacing 100-lb. and 80-lb. rail, and 22.90 miles of relayer 100-lb. and 9.15 miles of relayer 80-lb. rail replacing 80-lb. and 65-lb. rail have been laid; 291,850 ties were renewed; 32.5 miles of stone and 32 miles of gravel ballast were installed; additional team tracks have been installed at Albany and Amsterdam; the water pans have been extended at Herkimer; a new coaling plant has been erected at Indian Castle.

Western and Buffalo divisions: track 3 on the Syracuse Junction branch was increased 6.27 miles, and track 1 on the Chenango branch was decreased 0.02 mile; sidings have been increased 38.25 miles, which includes 29.21 miles of track laid in the Gardenville yard; bridges Nos. 646, 657, 658, 673, and 696 are new longitudinal trough and I-beam spans about 18 feet in length; bridges Nos. 702 and 703, each 4 spans longitudinal trough, are new; bridges Nos. 723 and J-600, overhead highway bridges have been rebuilt; bridges Nos. J-603, J-608 A, and J-609 have had the masonry extended and steel erected for an additional track; 4 pipe culverts have been extended; 5 rail floor culverts have replaced less permanent structures; the freight platforms and offices at Minoa and East Rochester have been rebuilt; a new freight house and train track has been completed at Savannah; 2 new freight platforms at East Buffalo, a freight house and platform at Suspension Bridge, and a new baggage room at Terrace have been completed; 43.79 miles of new rail and 46.76 miles of relayer rail were used in renewals; 328,451 ties were renewed; 57 miles of stone, 31 miles of gravel, and 23.5 miles of cinders were used in re-ballasting; a new main line connection with the West Shore railroad at Wayneport has been completed; the switches have full interlocking protection with No. 18 crossovers in the main line and No. 10 crossovers in the West Shore.

Rochester division: the net increase in length of sidings is 8.63 miles; bridges Nos. C-4 and C-6 have been replaced with 3 span through plate girder bridges, and 1 bridge on the Auburn branch has been replaced with a 1 span through plate girder bridge; bridges Nos. A-6 and P-42A have been replaced with concrete arches; bridges Nos. A-76 and A-75 are new rail floor culverts, and 4 culverts have been replaced with castiron pipe; new stations have been completed at Camillus, Relius, Panther, and Rochester; 36.27 miles of new 80-lb. rail and 4.47 miles of relayer 80-lb. have been used in renewals; 130,960 ties have been renewed; the Kent street freight station in Rochester has been remodeled and enlarged, and alterations made to the tracks; a new Gantry crane has also been installed in the freight yard; the car shop yard has been remodeled, and a new transfer platform built at Portland avenue; the team tracks have been remodeled and the middle track extended at Sanborn; a grade crossing has been eliminated at Camillus.

Ontario division: the main track mileage has been decreased 0.03 mile, and sidings have been increased 3.69 miles; bridges Nos. O-61 and O-133 have been replaced with deck plate girder bridges; bridge No. O-204 has been replaced with a concrete arch; bridge No. O-228 has been replaced with deck plate girder and deck truss spans; bridges Nos. O-198 and R-6 are overhead bridges which have been replaced with plate girders, wooden stringers, and bents; bridge No. R-12 has been replaced with plate girders; new combination freight and passenger stations have been built at Wilson and Morton, and a new passenger station at Adams; new 80-lb. rail has been laid on 25.33 miles of track and relayer 80-lb. on 1.8 miles; 137,369 ties have been renewed; 21.6 miles of track have been re-ballasted.

St. Lawrence division: sidings have been increased 6.65 miles; bridges Nos. 158, 165, D-18, and U-231 have been replaced with deck plate girders, and 166 and D-17 with concrete arches; bridge No. U-289, an overhead bridge, has been replaced with through plate girders and a truss; 5 culverts have been replaced with castiron pipe; new passenger stations have been built at Potsdam and Redwood, and new freight stations at Potsdam, Cape Vincent, Redwood, Brier Hill, Ogdensburg, and Emeryville; new rail was laid on 23.58 miles of track and relayer rail on 4.41 miles; 170,760 ties were used in renewals; 32.3 miles of track were re-ballasted; at Watertown, a new brick oil house, snow fence, air line, and compressor plant for testing train lines, 100 ton 52 foot track scale, new stock yard track, 3 new cripple tracks, the extension to the transfer tracks, and Massey yard tracks are completed; at DeKalb Junction a



new concrete pit has been installed under the track scales; at Norwood, the new car department plant, extension to the cripple track, and a new house track have been completed; a new receiving track at Massena Springs, double track changes at Philadelphia, new team tracks at Antwerp and Richville, a new interchange track with the Adirondack division at Remsen, and the new passing track and stock yard track at Hammond have been completed; new brick platforms have been built at Carthage, Redwood, and Capo Vincent; new 52 foot 100 ton track scales with concrete pits have been completed at Ogdensburg, Benson Mines and Taleville; the grade crossing at State street, Clayton, has been eliminated; the station at Heuvelton has been enlarged and remodeled; the driveway in the freight yard at Ogdensburg has been paved.

Adirondack division: the length of sidings has been increased 5.51 miles; bridge No. M64 has been replaced with a 2 span through plate girder bridge, and bridge No. M-83 with a single span through truss; 2 rail floor culverts and 2 pipe culverts were installed; new combination freight and passenger stations were built at Childwold and Carter; new 105-lb. rail was laid on 19.62 miles of track, and 75-lb. relayer rail on 4.65 miles of track; 69,016 ties were used in renewals; 14.7 miles of track were re-ballasted; the construction of a new ladder track and the extension to the yard tracks at Malone Junction have been completed.

Pennsylvania division: the length of the main tracks was increased 6.75 miles by the extension of track 2 to Lindley; sidings were decreased 1.65 miles in length; bridge No. 64 has been replaced with a through plate girder bridge; bridge No. Y-3, a deck girder, has been replaced with a rail girder span; bridge No. 64-A has been replaced with a concrete arch; an addition of 6 feet to the station at Dundee to provide for inside toilets has been completed; 22.1 miles of track were relaid with 80-lb. new rail; 106,280 ties were used on renewals; 22 miles of track were re-ballasted.

The improvements under way or authorized include the following:

Electric division: new freight tracks Irvington to Tarrytown; new set of crossovers at Irvington; new Y. M. C. A. and other buildings at Harmon; completion of the Mt. Vernon improvement including the elimination of Fleetwood avenue grade crossing and the construction of a new station; the grade crossing elimination at Bronxville; the change in line, elimination of crossings and construction of a new station at White Plains.

Hudson division: extension of tracks 3 and 4 Dutchess Junction to Chelsea, Poughkeepsie to Staatsburgh, and Tivoli to Germantown; new passenger station at Poughkeepsie; elimination of the grade crossing at Rhinecliff.

Harlem division: new passenger station at Lincolnale; elimination of grade crossings at Croton Falls.

Putnam division: new passenger station at Bryn Mawr Park; elimination of the highway grade crossing at Tilly Foster Mines.

River division: painting Rosendale viaduct; general repairs to bridge No. 45; new freight house and westbound siding at Alsen; elimination of highway grade crossing at Cementon.

Mohawk division: filling in Albany basin; elimination of grade crossings at North Pearl and Van Woert streets, Albany, Dyke road at North Frankfort, and New Salem highway at Voorheesville; completion of the general improvements at Utica; completion of the change in line at Rome.

Western division: completion of the Rochester improvement; elimination of the grade crossings at Military road, Hertel avenue, and Skillen street, Buffalo; elimination of the grade crossings in Rochester by the construction of a subway at Saxton street; construction of an interchange track with the Rochester division at Syracuse.

Rochester division: new dam and pump house for water supply at Gasport; replacing present track scales at Lockport and Kent street, Rochester, with 150 ton track scales, and new 150 ton scale at Goodman street, Rochester; reconstruction of bridge No. F118.

St. Lawrence division: new 85-foot turntable at enginehouse; strengthening the bridges for heavier power between Norwood and Massena Springs; a new brick platform at Hammond; new water supply at Emeryville; replacing the present overhead bridges Nos. U-215 at Redwood and U-258 at Hammond with steel on concrete abutments; replacing bridges Nos. C-17, C-18, C-27, C-31, C-33, and C-39 with new concrete abutments and solid rail floors; replacing bridge No. C-34 with deck plate girders and new concrete abutments; replacing bridges Nos. D-13 and D-14 with rail and I-beam floors and new concrete abutments.

There has been considerable improvement since the previous inspection in the condition of the track bolts. With the exception of loose bolts on parts of the River division there were few instances noted where their condition would warrant criticism. The season's tie renewals were practically completed at the time of the inspection, and the other track work in preparation for the Winter was progressing favorably. The number of broken

frogs which were without exception of the spring rail type, all of which were broken on the turnout side of the point at about the same place, would indicate faulty design or manufacture. In either case the fault should be determined and corrected. The presence in the running tracks of these broken frogs is objectionable, not that they endanger the safety of train movements, but because they represent faulty track appliances. The general conditions in and around the station buildings were much improved, and the untidy conditions noted in the previous inspection have been corrected.

It is recommended (1) that the defective frogs and rails listed in the report be removed from the running tracks; (2) that the other track defects be repaired; (3) that the running rails and inside guard-rails be full spiked to the ties on all bridges having a tie spacing of 14 inches or more center to center; (4) that the other bridge defects be remedied.

Respectfully,

W. G. HIMES,

Inspector Division of Transportation.

#### NEW YORK, CHICAGO AND ST. LOUIS RAILROAD.

Inspected June 9, 1914. Last previous inspection July 8, 1913. To the Public Service Commission, Second District:

I have inspected that part of the New York, Chicago and St. Louis railroad which lies within the State of New York and submit the following report:

This line extends from Buffalo westward to the state line, a distance of 68.07 miles. It is all single track excepting 7.84 miles of leased double track between Silver Creek and Dunkirk. Connection is made with the various eastern lines at Buffalo.

The line crosses a rolling country bordering the south shore of Lake Erie. The curvature is moderate but there is a succession of grades, the maximum being 1 per cent. The cuts and fills, which are of moderate extent, are in good condition, and suitable drainage is maintained. The surface and alignment of the track are fair to good. There were many shims in the track, however, and these should be removed as soon as practicable.

The track is laid with 75-lb. and 85-lb. rail, the most of which is in good condition. The joints are made with 4-bolt angle-bars and continuous joints. Three broken bars of the latter style were found on bridge No. 21. The track ties are chiefly oak timber and generally in good condition. The renewals in the past year amounted to about 12.2 per cent. The turnouts are equipped with split switches, spring frogs, and rigid switch stands, most of which appeared to be in good repair. Broken frogs were observed at Angola, at the Dunkirk tank, at both ends of the passing track west of bridge No. 32½, and at the Brocton turntable. In each case the break is on the turnout side, and although the defect is not dangerous such frogs are not desirable for main track service. The ballast consists of gravel and cinders. Additional ballast is needed in several places, and it is evident that a heavier bed of ballast throughout would be better suited to the heavy freight traffic which passes over the track. The right of way is clean and open and fences are maintained where they are required. The road crossings are in good condition and are equipped with signs, but some of the signs are faded and need painting. The track sections have an average length of 5.22 miles, and the average force per section during the working season is 7 men. This amount of labor is sufficient for the usual maintenance work.

The steel bridges comprise several large trestles and heavy trusses and a number of plate girders of various sizes. With a few minor exceptions these structures are in good condition. There still is a considerable number of open timber culverts and cattle-passes, but these are being replaced by concrete boxes or pipes as rapidly as practicable. The following defects were found: the bridge seats were dirty at a number of the bridges; No. 4, the northeast seat stone is loose; No. 9, some of the hand-rails are loose on the safety platforms; No. 14, the east back wall is loose, there is a loose steel shim under the girder on the easterly stone pier, there is some poor blocking at the west end, and the west abutment has settled; No. 18, there are loose shims under the girder at the west end; No. 19, the east back wall is loose and the northeast seat stone is cracked; No. 20, there are loose shims under the girder on the middle pier; No. 21, the east abutment needs pointing and the west back wall is loose; No. 25, the abutments are poor and the bridge seats are crushing; No. 32½, the girder is tight against the west back wall, and there are shims on the ties; No. 132, a culvert has some poor caps; No. 39, the northeast seat stone is loose; Nos. 191 and 201, culverts, the timber walls have bulged, and the former requires more bracing; No. 211, has a poor batter post. Several timber culverts are to be rebuilt in permanent form this season.

The local passenger business on this line is very light, the territory being served by other railroads. The few station buildings maintained by this company are in fair condition and appear to provide sufficient facilities for the traffic.

At Buffalo, Seneca street, 1 track is crossed by 1 track of the Erie railroad, protected by a tilting board signal. At Buffalo,



Smith street, 2 tracks are crossed by 2 tracks of the Delaware, Lackawanna and Western railroad, protected by electric semaphore signals: the work of eliminating this crossing by raising the Delaware, Lackawanna and Western tracks is now in progress. At Buffalo Creek, 1 track is crossed by 2 tracks of the Buffalo Creek railroad, protected by a tilting board signal. At Blasdell, 1 track is crossed by 1 track of the Erie railroad, protected by a tilting board signal. At Dunkirk, 1 track is crossed by 1 track of the Erie railroad, protected by a tilting board signal; 1 track is crossed by 1 track of the Dunkirk, Allegheny Valley and Pittsburgh railroad, protected by a tilting board signal. At Dunkirk, 1 track is crossed by 1 track of the Buffalo and Lake Erie Traction Company, protected by gates and a trolley guard.

There is a heavy train movement on this railroad, consisting largely of fast through freight trains, and it seems very desirable that these grade crossings should have better protection both to facilitate operation and to promote safety. The grades might be separated at some of the crossings, and at the other points interlocking should be installed.

A large volume of freight traffic is handled on this railroad, and although the terminal facilities at Buffalo are comparatively limited the business is handled without serious friction or delay. Train movements are controlled by the telegraphic train order and block system under the standard code operating rules.

During the past year the following improvements were made: sidetracks laid in excess of those taken up, 3839 feet; new 85-lb. rail laid, replacing 75-lb. rail, 5.15 miles; cinder ballast applied, 2 miles; lift bridge at Buffalo Creek was completed; 3 bridges have been rebuilt; 6 culverts have been rebuilt, and 1 culvert has been filled. The replacing of timber structures with concrete and steel is to be continued in the current year.

The recommendations of the preceding report were carried out as far as possible. It is recommended that the essential defects mentioned in this report be remedied.

Respectfully,  
J. B. STODER,  
Steam Railroad Inspector.

#### NEW YORK, NEW HAVEN AND HARTFORD RAILROAD.

Inspected June 20, 1914. Last previous inspection July 1 and 2, 1913.

To the Public Service Commission, Second District:

I have inspected the lines of the New York, New Haven and Hartford railroad within this Second Public Service District and submit the following report:

The main line of this railroad extends in an easterly direction from the New York city line near Mount Vernon to the New York-Connecticut state line near Port Chester, a distance of 13.32 miles. This is a 4 track railroad with the exception of 0.06 mile on the west end which is double track. The sidings and yard tracks have a total length of about 15.85 miles. The Harlem River branch is 1.74 miles in length and extends in a westerly direction from its connection with the main line at New Rochelle to the New York city line near Pelham Manor. This is a 6 track railroad. The length of sidings and yard tracks is 0.89 mile.

The topography of the region is such that with moderate grades and curves the cuts and embankments are comparatively heavy. The highway crossings are either over- or undergrade, there being no grade crossings with public highways within this district. The cuts and embankments are of ample cross-section properly to support the tracks. Ditches are maintained in splendid condition, and the drainage of the roadbed is good throughout. The alignment and surface of the tracks are good.

The tracks are laid with 100-lb. rail. The mileage of track laid with the different kinds of rail is as follows: Bessemer: main line 9.29, branch 7.16; Mayari: main line 5.80, branch 0.81; open hearth: main line 38.07, branch 2.14: total 63.27.

The rail is in good condition, and no defective or excessively worn rails were observed. Since the previous inspection about 28 per cent of the rail in the main tracks has been replaced. The rails are joined with 4-bolt angle-bar splices properly adjusted, and the bolts were tight. The ties are principally chestnut, oak, and creosoted yellow pine. The renewals since the previous inspection amounted to 33,132, or 19.67 per cent of the total ties in the main line, and 2303, or 7.2 per cent of the ties in the Harlem River branch: these renewals were made with creosoted yellow pine ties. It is expected to renew about 31,480 ties, or 18.69 per cent, on the main line and about 150 ties, or about 0.5 per cent, on the branch. With the renewals contemplated for this season, practically all of the chestnut ties in the main tracks will be replaced, and the main tracks will be laid with creosoted ties throughout. Tie-plates and screw spikes are used on the creosoted ties. The tie condition of all the tracks is excellent. The track appliances are all modern. Rigid manganese frogs, split switchers, and automatic stands equipped with targets and lamps are used. Derails where necessary are installed, and

anti-rail creepers of a modern design are extensively used. There were no defective track appliances, and all are properly adjusted and maintained. The ballast is crushed stone of good quality and of a depth to insure stable track. Much of the ballast has been forked over recently and the dirt removed. The ballast is in good condition, and the only defect observed was that a little more ballast is needed on the shoulder of track 4 east of tower 21. The right of way and fences are in good condition and properly maintained. There are no public highway crossings at grade. The right of way is cleared and clean. The retaining walls in the cuts are substantial and in good condition. The sections have an average of 8 miles of single track with a maximum length of 3.08 miles. The force during the working season consists of a foreman and 12 laborers. This is sufficient for proper maintenance.

The bridges are all permanent. The main line has 1 through plate girder, 24 half through plate girders, 7 deck plate girders, 1 pin connection pony truss, 2 pin connection deck truss, 2 pin connection through truss, 11 riveted through truss, and 1 riveted deck truss; the branch, 4 half through plate girders and 3 deck plate girders. There are 17 arch and 4 box culverts on the main line, and 1 arch on the Harlem River branch. The bridges are generally well maintained. The criticism common to many of the structures is that the steel work should be painted. The other minor defects were as follows: main line: bridge over street at Columbus avenue, steel needs painting, and some new ties required; bridge No. 10.44, the steel should be painted; Harlem River branch: bridge No. 11.09, the top cover plates on the girders should be scraped and painted; bridge No. 11.00, steel should be painted and needs some new ties and guard stringers; bridge No. 10.64, steel should be painted, saprot should be adzed off of deck timbers, and some new ties and guard stringers are needed; bridge near catenary bridge No. 196-H needs some new ties, and spikes should be removed from the angle-bar slots, and steel should be painted; bridge between catenary bridges Nos. 193-H and 192-H needs some new ties and the steel should be painted; bridge No. 9.87 needs some new ties.

There are 5 brick, 3 stone, and 9 frame station buildings on the main line; and 1 brick and 1 stone buildings on the Harlem branch: these buildings are clean, well maintained, and seem to provide accommodations for the traffic. The westbound station buildings are usually large and equipped with modern conveniences. Over- or undergrade passage ways for passengers are provided to reach the eastbound platforms and shelter sheds. The platforms are in good condition. Fences erected between the tracks in front of the platforms are properly maintained.

There are no grade crossings with other steam or electric railroads.

The passenger traffic is heavy. Local passenger trains are frequent, and through trains between New York city and points in the New England States are numerous. The power used is electricity. The trains are drawn by motors equipped with pantographs for contact with the conductor suspended over each track: these conductors are attached to a catenary cable suspended from bridges spaced about 300 feet apart which span all the tracks. The conductor is supported in such a manner that it is in a horizontal plane parallel with the track.

Train movements are controlled by operating rules, timetables, and train orders, supplemented by a manually controlled lock and block system on the main line. The signals at the block stations are hung from the under side of the catenary bridges. Distant signals are provided at each block station. Train orders are transmitted by telegraph. On the Harlem River branch, automatic 3-position, upper quadrant block signals are in use.

Since the previous inspection the following improvements have been made: Main line: main tracks have been increased 0.02 mile at New Rochelle Junction; sidings have been increased 0.47 mile; 15.84 miles of new 100-lb. rail has replaced a like amount of 100-lb. rail; 33,132 creosoted ties have been used in renewals. Harlem River branch: 2.01 miles of new 100-lb. rail have been used to replace 100-lb. rail; 2303 creosoted ties have been used in renewals. The contemplated improvements include the renewal of 31,480 ties with creosoted ties on the main line, and 150 ties on the Harlem River branch.

This railroad is being maintained in a very satisfactory manner. It is recommended that the defects noted in the body of the report be remedied.

Respectfully,  
W. G. HIMES,  
Inspector Division of Transportation.

#### NEW YORK, ONTARIO AND WESTERN RAILWAY.

Inspected July 6 to 11, 1914. Last previous inspection July 14 to 18, 1913.

To the Public Service Commission, Second District:

I have inspected that part of the New York, Ontario and Western railway within this State and submit the following report:



This railway extends in a northwesterly direction from a connection with the West Shore railroad at Cornwall to Oswego on Lake Ontario, a distance of 272.22 miles. The coal fields in Pennsylvania are reached by a line extending in a southwesterly direction from a connection with the main line at Cadostia to Scranton, Penna., a distance of approximately 54 miles, only a small part of which is within New York state.

The lengths of the main line and each branch comprising the 3 divisions are as follows: Southern division: main line, Cornwall to Sidney, 147.48 miles; Kingston branch, Summitville to Kingston, 35.18 miles; Port Jervis branch, Summitville to Port Jervis, 21.96 miles; Monticello branch, Valley Junction to Monticello, 16.24 miles; Delhi branch, Walton to Delhi, 16.87 miles; total, 237.73 miles. Northern division: main line, Sidney to Oswego, 124.74 miles; New Berlin branch, New Berlin Junction to Edmeston, 29.25 miles; Pecksport railway, Pecksport to White Corners, 3.70 miles; Utica division, Randallville to Utica, 31.23 miles; Rome division, Clinton to Rome, 12.79 miles; total, 201.71 miles. Scranton division: main line, Cadostia to Pennsylvania-New York line, 2.92 miles; total length of main line and branches, 442.36 miles.

The main line of the Southern division south of Cadostia is double track except through the tunnels at Bloomingburgh, Fallsburgh, and Hawk Mountain where it is single track. The Scranton division is double track. The balance of the main line and branches is single track. The total length of double track is 105.16 miles on the Southern division, and 2.9 miles on the Scranton division.

This railway traverses a mountainous and rolling country throughout the greater part of its length, and the grade line is a succession of comparatively steep ascending and descending grades. The curves are frequent and in some places moderately sharp. The cuts and embankments are maintained in a good cross-section. The ditches were open and seemed to provide for the proper drainage of the roadbed. The alignment and surface of the tracks were only fair to good on the main line, and generally good on the branches. Poor line and surface were noted on the main line at the following points: north of Rock Tavern on the northbound track; south of Burnside on the northbound track; south of milepost 255; north of milepost 256; on the tangent; north of bridge No. 364; north of milepost 303; north of milepost 304. The poor line and surface is usually due to the rail being surface bent, and the ballast being too light and inferior in quality for the heavy tonnage hauled.

There are four single track tunnels on this railway as follows: the Bloomingburgh tunnel, 3855 feet in length; the Fallsburgh tunnel, 1123 feet in length; the Hawk Mountain tunnel, 1108 feet long; and the Northfield tunnel 1700 feet long. The first three are in double track territory, and the single track movements through these tunnels are controlled by interlocked signals, switches, and derails. The Northfield tunnel is in single track territory and the protection is by absolute automatic block signals controlled by track circuits. The tunnels are carefully inspected at frequent intervals and they appear to be in good condition.

The tracks are laid with rail in the following weights and kinds: main line, Northern and Southern divisions: 95-lb. Bessemer 58.24 miles, 90-lb. open hearth 26.88 miles, 85-lb. open hearth 70.82 miles, 76-lb. Bessemer 169.47 miles, 75-lb. Bessemer 51.97 miles; total 377.38 miles. Main line, Scranton division: 85-lb. open hearth 5.82 miles. Kingston branch: 75-lb. open hearth 2.24 miles, 75-lb. Bessemer 1.27 miles, 67-lb. Bessemer 30.72 miles, 56-lb. Bessemer 0.95 mile; total 35.18 miles. Port Jervis and Monticello branches: 75-lb. Bessemer 36.34 miles, 67-lb. Bessemer 1.86 miles; total 38.20 miles. Delhi branch: 75-lb. open hearth 4.86 miles, 67-lb. Bessemer 3.18 miles, 56-lb. Bessemer 8.83 miles; total 16.87 miles. New Berlin branch: 75-lb. Bessemer 29.25 miles. Utica division 76-lb. Bessemer 5.35 miles, 75-lb. open hearth 12.06 miles, 75-lb. Bessemer 12.40 miles, 67-lb. Bessemer 1.42 miles; total 31.23 miles. Rome branch 76-lb. Bessemer 0.54 mile, 75-lb. open hearth 6.79 miles, 75-lb. Bessemer 5.46 miles; total 12.79 miles. Pecksport railway: 76-lb. Bessemer 3.70 miles.

The general condition of the rail on the main line has been considerably improved since the previous inspection by the replacements of 1.61 miles of 75-lb., 24.23 miles of 76-lb., and 1.04 miles of 95-lb. rail with 90-lb. A R A, B open hearth rail laid with tie-plates, and 1.58 miles of 76-lb. rail with 85-lb. open hearth rail. The Kingston, Delhi, and Utica branches have been relaid with 3.51 miles, 0.40 mile, and 2.94 miles respectively of 75-lb. open hearth rail replacing 56-lb., 67-lb., and 76-lb. worn rail. It is expected to replace about 32 miles of 75-lb., 76-lb., and 95-lb. with 90-lb. open hearth rail on the main line, and 5 miles of light rail on the Utica, 2 miles on the Kingston, and 1 mile on the Delhi branches with 75-lb. open hearth rail during this season. When the new rail is laid the fit rails released will be used to replace the poorer rails remaining in track. Poor and defective rails were noted at the following points: Southern division: main line: north of bridge No. 32 on northbound track, rail is poor: several rails appear to be piped; mashed end rail on the west side of the northbound track west of signal 89½; mashed end rail in the west

side of the northbound track of milepost N. Y. 91; the rail in the west side of the southbound track near milepost N. Y. 107 is poor; a split end rail on the west side of the northbound track north of signal 129; Northern division: main line: the rail is poor on the curve south of milepost N. Y. 214; new 90-lb. rail has been distributed, and it is expected to replace this rail promptly; there is a piped or split head rail on the west side of the main track just south of milepost 214; there is a rail in the west side of the main track south of milepost N. Y. 243, and another in the west side about 500 feet south of bridge No. 322 which appear to be piped; a rail in the west side of the main track north of milepost N. Y. 265 appears to be piped; the joints are tight and rails kinked south of milepost N. Y. 275; there is a piped or split head rail in the west side of the main track 4 rails south of bridge No. 443, and another in the east side of the main track south of bridge No. 432; Utica branch: there are 2 piped rails in the west side of the main track on the curve south of bridge No. 2; there is an apparently piped rail on the west side of the main track about 500 feet south of milepost 249; there is a split end rail in the west side of the main track at the road crossing south of Hamilton; there are 2 rails, one on each side of the track near the highway crossing north of milepost 247, which appear to be piped; the one on the west side is 4 rails north of the crossing, and the other is just south of the crossing in the east side; the new rail south of bridge No. 33 is not full spiked; there is a piped rail cracked in the web in the west side of the track in front of the section tool house south of bridge No. 49. The ties are principally yellow pine in the main line of the Southern division; 90 per cent yellow pine and 10 per cent chestnut and cedar in the main line of the Northern division; 85 per cent yellow pine and 15 per cent chestnut on the Kingston branch between Summitville and Ellenville, and all yellow pine from Ellenville to Kingston; and 65 per cent yellow pine and 35 per cent chestnut and oak on the Port Jervis and Monticello branches. The tie renewals since the previous inspection amounted to 218,748 ties, or approximately 11 per cent of those in track. About 40 per cent of this season's renewals had been made at the time of the inspection. The best practice is to complete the tie renewals early in the season and devote the remaining time to track surfacing and other work of this character. It is to be deplored that on many railroads the track work is not started early in the season and the tie renewals not being completed until late leaves an insufficient time for the other general track work. The tracks are consequently not in condition for the winter weather, and rough track is the result. It is expected to renew about 11 per cent of the ties this season, which will be sufficient for proper maintenance. Poor ties were noted in the tracks at the following points: northbound track north of bridge No. 33½; northbound track north of milepost N. Y. 99; northbound track north of signal 103; northbound track near milepost N. Y. 111; northbound track south of milepost N. Y. 131 and 130; main track north of bridge No. 384; south of bridge No. 14 on the New Berlin branch. New ties were distributed at most of these points, and it is expected to make the renewals promptly.

The track appliances include rigid and spring frogs, split switches, rigid and automatic switch stands, tie-plates, and anti-creepers. These were generally in good condition and no defects were noted. Derails are in use where needed, and many of them are pipe connected to the switch stands. The switch stands are equipped with targets and lamps. Tie-plates and anti-creepers are being used extensively on the new rail. The mileage and kind of ballast on the main line and each branch are as follows:

	<i>Cinder and Culm</i>	<i>Gravel</i>	<i>Cinder</i>	<i>Culm</i>	<i>Stone</i>	<i>Total</i>
Main line.....	135.97	139.63	99.00	2.78	377.38	
Kingston branch.....	3.00	17.51	14.67		35.18	
Port Jervis and Monticello branches.....	23.75	10.70	3.75		38.20	
Scranton division.....		5.82			5.82	
Delhi branch.....	13.54	3.33			16.87	
New Berlin branch.....			29.25		29.25	
Pecksport railway.....			3.70		3.70	
Utica division.....	3.20	5.43	3.51	19.09	31.23	
Rome branch.....	.79	.16	11.84		12.79	
Totals.....	3.99	181.69	180.66	181.30	2.78 550.42	

The ballast is in nearly equal amounts gravel, cinder, and culm as shown in the above table. The culm and cinder are not suited to the heavy traffic, and the gravel being fine and unwashed is dirty. The track supported on such ballast is difficult to maintain under the heavy traffic. The consequence is that there is a considerable amount of track with churning joints. This condition is difficult to remedy except by the substitution of a more substantial ballast. This has been considered by the company, and a quarry has been opened at Ellenville on the Kingston branch and a crusher installed to crush stone for ballast. The crusher was in operation at the time of the inspection. It is expected to re-ballast a considerable amount of track with stone this season.

The principal defects in the tracks particularly noted were as follows: Northern division: main line: track creeping and ties



bunched on the northbound track north of bridge No. 30; track creeping, ties bunched, and joints churning on the northbound track north of bridge No. 46; churning joints in the southbound track between culverts 74 and 77; the curve on the northbound track north of signal 101 should have the ties plated and rail rolled in; ties bunched in the northbound track near signal 105; the ballast is poor in the northbound track near milepost N. Y. 111; ties bunched and skewed at milepost N. Y. 112 in northbound track; spikes sticking up in southbound track near Livingston Manor, in northbound track north of signal 135, and south of bridge No. 154; joints churning and ties bunched north of bridge No. 190, between milepost N. Y. 185 and bridge 203; south of bridge 211, and between mileposts N. Y. 191 and 192; Kingston branch: open track north of bridge No. 6 and at telegraph pole 103-30; Port Jervis branch: open track between mileposts 102 and 103; Monticello branch: grass in track at milepost 121. Northern division main line: churning joints north of bridge No. 269, north of milepost N. Y. 228, near bridge No. 300, and near milepost N. Y. 230; insufficient ballast north of milepost N. Y. 239; grass and weeds in the track north of bridge No. 328, on the loop at Sylvan Beach, and south of milepost N. Y. 300; shims in track north of milepost N. Y. 259; Utica division: a cracked splice one bar only in the east side of track near the whistle-post north of Hamilton; new rail laid north of bridge No. 29 has poor line and surface, and it is not full spiked: this should be surfaced and aligned promptly or the rail will be permanently surface kinked; the right of way is particularly well kept, and a considerable amount of the right of way has been mowed; the fences where required are maintained in good condition; the road crossings and signs are properly maintained: the signs are well painted and the wing-fences are whitewashed; many crossings have crossing-bells which were working properly, with these exceptions: the automatic flagman crossing signals installed at the two street crossings in Oriskany Falls did not indicate the approach of trains at the time of the inspection: it was explained that the installation was improperly made; new relays have been ordered and it is expected to have the signals working in a short time; at Fulton, the street crossings have bells with signs affixed with a warning not to cross the track while the bell is ringing: the bells are not now in working order: they were installed at the request of the town authorities; the company has asked the town authorities for permission either to dig up the streets to replace the circuit wires, or to allow the removal of the bells, but neither request has been granted: the bells do not seem to be necessary as the speed of the trains through Fulton is restricted to 8 miles per hour; the signs should be removed from the bells when they are not working properly: the wording of these signs is misleading when the bells are not working, and it is suggested that the wording on a sign attached to a crossing-bell convey the information that there is a railroad crossing at grade without mentioning the bell; the crossing-sign at the highway grade crossing north of Harding street, Oncida, is hidden from view by trees and it should be re-located. The sections have an average length of 5 miles, and the force consists of 5 men on the single track and 7 men on the double track sections. This force, if allowed for the full working season, should be sufficient for the proper maintenance of the tracks.

The bridges supporting the tracks are in number and kind as follows:

	Main line	Branches	Total
I-beams	90	100	190
Through truss	10	10	20
Deck truss	5	.....	5
Through girder	9	13	22
Deck girder	16	23	39
Deck girder viaduct	13	5	18
Solid floor, rail and concrete	59	10	69
Solid floor, I-beams	16	.....	16
Timber stringers	20	46	66
Timber trestles	12	6	18
Concrete arch	3	.....	3
Deck truss and girder	1	1	2
Through truss and girder	5	2	7
I-beams and solid floor I's	1	.....	1
Viaduct, deck plate and lattice girder	1	.....	1
Deck girder and I-beams	1	.....	1
Reinforced concrete	10	1	11
<i>Culverts:</i>			
Cast-iron pipe	909	362	1271
Tile pipe	15	12	27
Cast-iron and tile pipe	28	9	37
Wooden box	32	25	57
Stone box	319	232	551
Stone arch	19	8	27
Cast-iron pipe and wooden box	13	4	17
Stone and concrete arch	6	.....	6
Stone and concrete box	2	.....	2
Cast-iron pipe and stone box	29	9	38
Stone and brick arch	5	.....	5
Stone and wood box	4	1	5
Concrete box	3	1	4
Concrete pipe	8	18	26
Rail and concrete	3	1	4
Concrete arch	6	4	10
Totals	1401	686	2087

#### Bridges over the tracks:

	Main	Branches	Total
<i>Highways:</i>			
Timber	13	2	15
I-beams	12	.....	12
Through girder	3	.....	3
Through truss	7	2	9
Solid floor, rail and concrete	0	1	1
Totals	35	5	40
<i>Railroads:</i>			
Through girder	4	.....	4
Solid floor	0	1	1
Through truss	1	.....	1
Totals	5	1	6

The bridge structures are generally in good condition and properly maintained. A criticism which applies to many of the steel bridges and viaducts is that they need to be painted.

The practice of raising some of the I-beam and wooden stringer spans on shims and temporary wooden blocks to conform to the grade of the track on either side of the bridges is satisfactory for a temporary expedient, but these should be replaced promptly by permanent blocks or shoes. If timber blocks are to be used permanently they should be long enough to extend under the girders of each track. The minor defects noted in the bridges were as follows: Southern division: main line: bridges 2, 72, and 217 need some new ties; bridges Nos. 6, 104, 182, 217, and 223 should have the steel painted; bridge No. 8 has saprot on the deck which should be adzed off; bridge No. 20, I-beams are light: it is expected to replace this opening with a concrete flat top culvert; bridge No. 46, the girders are tight against the back wall; bridge No. 89½ needs a new deck: the temporary wood blocks under the southbound span are loose; bridges Nos. 95, 96, and 104 need some new ties and guard stringers; bridge No. 123, the steel is dirty; bridge No. 144 needs a new deck; bridge No. 160 needs some new guard stringers; bridge No. 233, an overhead highway bridge, should have the hand-rail repaired; Kingston branch: bridge No. 8 needs new guard stringers; bridge No. 43 has a poor piece of guard stringer; Port Jervis branch: bridges Nos. 11 and 12 need some new guard stringers; bridges Nos. 14 and 45 have saprot on the decks; bridge No. 49, the wing-wall on the south abutment is broken off: this will need attention; bridges Nos. 50, 52, and 53 have poor masonry: they will require careful watching until rebuilt; bridge No. 28, the masonry in the abutments is poor: it is expected to rebuild the abutments at once; bridge No. 27 needs a new deck; Monticello branch: bridges Nos. 3 and 6 have saprot on the decks which should be adzed off; bridge No. 4, the masonry in the west abutment is cracked under the bearing; bridge No. 5, the masonry in the east abutment is shaking apart and needs attention; bridge No. 7, the masonry in the pier is shaking apart and needs attention; Delhi branch: bridge No. 2 is a 19 span frame bent trestle: it is expected to fill this opening: the trestle is in poor condition and should be given prompt attention; bridges Nos. 12 and 23 need some new ties; bridge No. 22 needs some new ties and guard stringers. Northern division: main line: bridge No. 240, one I-beam has a poor bearing: the masonry should be pointed; bridge No. 242 needs some new guard stringers and the steel should be painted; bridge No. 246, the I-beams on the south abutment are supported on track splice bars in two piles of 3 bars: these should be removed and permanent bearings provided; bridges Nos. 255, 256, and 334 have the I-beams supported on temporary wood blocks: these blocks should be replaced by permanent bearings; bridge No. 258½ needs a new deck and the back walls should be raised; bridges Nos. 260, 293, and 363 will be replaced with permanent structures, 260 and 293 with concrete flat top culverts, and 363 with concrete abutments and I-beams; bridges Nos. 260 and 363 should be replaced promptly: they are frame bent trestles in poor condition; bridge No. 261, the south abutment is bulged; bridges Nos. 267, 313, and 319 have poor masonry, but there is no evidence of immediate failure; bridges Nos. 269, 278, 279, and 325 need some new ties; bridges Nos. 272 and 285, the masonry should be pointed; bridge No. 282 is a 17 span steel viaduct of light construction: day and night watchmen patrol this bridge, and a competent bridge man makes a thorough inspection of the steel every 2 weeks; bridge No. 284 needs a new deck: bridge No. 295, the pier is failing: the I-beams are supported on frame bents on each side of the pier; bridge No. 312, the inside metal guard-rails are not full spiked to the ties; bridges Nos. 315 and 316 are frame bent trestles: they need general repairs; bridge No. 320 needs new caps and posts; bridge No. 335 needs new eap and sill; bridge No. 342 needs some new posts; bridge No. 344, the south bent supporting the timber back wall is out of plumb and needs prompt attention; bridge No. 349, a steel viaduct, needs painting, and the saprot on the deck should be adzed off; bridge No. 351, the bridge seats are dirty; bridge No. 361 needs some new ties and guard stringers: the steel needs painting; bridge No. 364, the saprot on the deck timbers should be adzed off; bridge No. 372, the south bent supporting the back wall is out of plumb; bridge No. 373 is an 8 span frame bent



trestle: it is expected to replace this bridge with a concrete arch and fill within a year; bridges Nos. 375, 376, and 378 need general repairs; bridge No. 382 is a 7 span frame bent trestle in need of minor repairs: it is expected to replace this with a solid floor culvert next year; bridge No. 383, an 8 span frame bent trestle: the 2 bents on the north end are out of plumb; bridge No. 384 needs a new piece of guard stringer; bridges Nos. 392, 441, and 442 need some new ties, and 392 has a cracked bridge seat on the north abutment under the east beam; bridge No. 397 needs a new deck; bridge No. 438, the north bent is out of plumb; New Berlin branch: bridges Nos. 1 and 51, the steel needs painting; bridges Nos. 3, 69, and 73 have saprot on the decks; bridge No. 8 needs 2 new pieces of guard stringer; bridge No. 11 needs new posts; bridge No. 14 needs several new caps and posts; bridge No. 17 needs a new cap on the timber abutment at the north end; bridge No. 19 needs a new cap on the north abutment; bridge No. 21 is a single span frame bent trestle: it needs general repairs: it is expected to rebuild this bridge at once; bridge No. 26 needs a new deck; bridges Nos. 27, 32, 64, and 66 need general repairs; bridge No. 34, the temporary timber blocking under the beams should be replaced; bridges Nos. 50 and 53 need new caps; bridge No. 55, the timber back wall on the north abutment needs repairs; bridge No. 60, the I-beams are supported on timber cribs: the south crib is in poor condition and should be replaced; bridge No. 63, the timber stringers are poor; bridge No. 68 is a 4 span frame bent trestle in need of immediate repairs: it is expected to replace this with concrete abutments and I-beams; bridge No. 76 is a frame bent trestle of 1 span: the south abutment is out of plumb; Utica branch: bridges Nos. 9, 36, 38, and 43 need new ties; bridges Nos. 24 and 32, the steel needs painting; bridge No. 30, the masonry is poor: a frame bent supports the girders in front of the north abutment; bridge No. 31 needs some new pieces of guard stringers: the saprot on the ties should be adzed off; bridge No. 35 needs a new deck: it is expected to buy the rights to this cattle-pass and fill the opening; bridge No. 37½, the masonry needs pointing; bridge No. 44 has some poor guard stringers; bridge No. 50 was a long frame bent timber trestle about one-half of which has been replaced with deck girder spans on concrete piers: it is expected to build a retaining wall along the north side of the remaining trestle and fill it in: this can only be done after the enginehouse on the south of the trestle is removed: this trestle is in very poor condition and should either be replaced or filled at once: the ties and stringers are in bad condition, and the trestle has reached a point where it can not be patched; Rome branch: bridge No. 10 needs a new deck; bridges Nos. 12, 24, and 25 need some new ties and guard stringers; bridge No. 13, the stone masonry abutments are failing: they are braced with timbers; bridges Nos. 15, 16, and 19 have saprot on the decks; bridges Nos. 17 and 18 need general repairs; bridge No. 27, the stringers are poor, the south bent is out of plumb, and it needs general repairs; bridges Nos. 28 and 29 have some poor guard stringers. It is the practice to replace the timber trestles and light steel bridges when their renewal is necessary with more permanent structures. During the past year 12 light I-beam bridges, 1 steel girder bridge, and 5 timber trestles have been replaced with concrete flat top culverts and fill; 5 timber trestles have been replaced with concrete and I-beams; and 1 timber trestle with concrete piers and girders. It is expected to replace 4 timber trestles with more permanent structures during this season. These improvements are commendable, and they will result in economy in the bridge maintenance and an increase in safety.

The station buildings are generally in good condition and appear to provide ample facilities for the business handled. They were clean and orderly, and the platforms are properly maintained. There are 23 frame and 10 brick passenger stations; 101 frame, 4 brick, and 1 stone combined passenger and freight stations; and 20 frame and 9 brick freight stations. The long wooden platform at Sylvan Beach has been replaced with screenings, and is now in good condition. The new passenger and freight stations at Rome, Ferndale, and Valley Junction have been completed.

At Burnside, 2 tracks are crossed by 1 Lehigh and Hudson River railway track, protected by mechanically interlocking with derails. At Campbell Hall, 2 tracks are crossed by 1 Erie railroad Montgomery branch track, protected by mechanical interlocked signals: it is proposed to install complete interlocking protection at this crossing: this has been in prospect for several years, but the work has not been started: the present plant is in poor condition and should be replaced. At Sidney, 1 track is crossed by 2 Delaware and Hudson Company's tracks, protected by interlocked signals: the New York, Ontario and Western trains come to a full stop before crossing, but The Delaware and Hudson Company's trains cross without stopping if the signals indicate proceed. At Fish Creek, 1 track is crossed by 1 Lehigh Valley railroad track: the Lehigh Valley railroad and the New York, Ontario and Western railway use the single track Barge Canal bridge in common: the Lehigh Valley railroad junction switches

are located on each end of the bridge and the operation is controlled by mechanically interlocked switches, derails, and signals. At Central Square, 1 track is crossed by 1 New York Central and Hudson River railroad track, protected by mechanically interlocked signals and derails. At Oswego Shop and Fort Ground, 3 crossings of the New York Central and Hudson River railroad, protected by a tilting board. At Clark Mills on the Rome branch, 1 track is crossed by 2 New York Central and Hudson River railroad West Shore tracks, protected by mechanical interlocking with derails. At New Hartford on the Utica division, 1 track is crossed by 3 New York Central and Hudson River railroad West Shore tracks, protected by mechanical interlocking with derails. At Utica, 1 track is crossed by 1 Delaware, Lackawanna and Western railroad track, protected by a tilting board. At Oswego, 1 track is crossed by 1 track of the Oswego Traction Company, protected by a flagman. At Port Jervis, 2 tracks are crossed by 1 track of the Port Jervis Traction Company: the electric railway is on a steep grade; a derail is installed in the trolley track on the descending approach, and it is operated by the trolley conductor who flags the crossing for his car: the steam trains are restricted to 8 miles per hour over this crossing. At Utica, Columbia street, 1 track is crossed by 1 track of the New York State Railways, Utica and Oneida lines, protected by derails in the trolley track and crossing gates. At Utica, Lafayette street, 2 tracks are crossed by 1 track of the New York State Railways, Utica and Oneida lines, protected by derails in the trolley track, and gates.

The principal traffic is coal from the anthracite region of Pennsylvania, the greater volume of which is destined for points south of Cadosia. Northbound coal shipments are destined to local points and for shipment by boats from Oswego to lake points. Milk and agricultural and manufactured products are also important items of traffic. The passenger business is comparatively heavy in the summer season on the lines south of Cadosia, and particularly between Weehawken and the stations in Sullivan county, New York. Train movements are controlled by operating rules, timetables, and train orders supplemented by automatic signals on the parts of the line where the traffic is dense. Train orders are transmitted by telegraph on the entire line except the Seranton division where telephones are used. The terminal, road, and passenger facilities seem ample for the present traffic. Automatic signals are in use between Cornwall and milepost 167 near Apey, and between Fulton and Oswego. These signals are 2-position, lower quadrant, motor types, with 2 arms in the double track and single arms in the single track territory. Since the previous inspection the banner signals between Livingston Manor and Cadosia have been replaced with 2 arm signals as mentioned above. Distant banner signals operated by clockwork are used to protect some of the facing point switches. The banner is yellow and the indication is caution. There are also automatic signals protecting train movements through the Northfield tunnel as mentioned previously.

Since the previous inspection the following improvements have been made: length of sidings has been increased about 2 miles; new modern stations have been built at Valley Junction, Ferndale, and Rome; 26.88 miles of 90-lb. and 1.58 miles of 85-lb. open hearth rail were laid replacing 75-lb., 76-lb., and 95-lb. worn rail in the main line; 3.51 miles of 75-lb. open hearth rail replaced 56-lb. and 67-lb. rail on the Kingston branch; 0.40 mile of 75-lb. open hearth rail replaced a like amount of 56-lb rail on the Delhi branch; 2.94 miles of 75-lb. open hearth rail replaced 67-lb. and 76-lb. rail on the Utica branch; 218,748, or about 11 per cent of the ties in track, were renewed; about 30 miles of main track were re-ballasted with gravel and 1½ miles with cinders; 2½ miles of track on the Utica division were re-ballasted with cinders; bridges Nos. 5, 125, 126, 127, 129, 130, 133, 180, and 239, light I-beam bridges, were replaced with solid floor concrete culverts; bridge No. 171, a light steel span, has been replaced by a concrete culvert and fill; one span each of bridges Nos. 146 and 148, and bridges Nos. 312 and 320 have been replaced with heavier steel; bridges Nos. 235, 236, 318, 326, and 359, timber trestles, have been replaced with concrete culverts and fill; bridges Nos. 328 and 396, timber trestles, have been replaced with concrete abutments and I-beams; bridge No. 452, a timber overhead highway bridge, has been replaced with steel; bridge No. 7, Utica division, light I-beams, has been replaced by a concrete culvert and fill; bridges Nos. 20 and 21 on the Utica division, timber trestles, were replaced with I-beams on concrete with openings reduced about one-half; bridge No. 52, Utica division, a timber trestle, has been replaced in part by concrete piers and steel girders; bridge No. 52, New Berlin branch, a timber trestle, has been replaced by I-beams on concrete and fill; bridges Nos. 18 and 19 on the Port Jervis branch, formerly light I-beams, have been replaced by solid top concrete culverts and fill; bridge No. 15 on the Delhi branch has been replaced with I-beams on concrete; a new modern shop for painting passenger cars at Middletown has been completed; the elimination of grade crossings at Livingston Manor, Kingston, and Utica are nearly complete; a new car repair yard at Norwich has been completed; new 2 arm, lower quadrant,



2-position, motor type automatic block signals have been installed between Livingston Manor and Apex; a quarry has been opened and a crusher installed at Ellenville to crush rock for ballast.

The improvements contemplated at this time include a rearrangement of the yard tracks and the construction of a new freight house at Norwich; the replacement of timber bridges Nos. 360, 362, 363, and 373 with more permanent structures; the replacement of about 32 miles of 75-lb., 76-lb., and 95-lb. worn rail with new 90-lb. ARA, B, rail joined with Bonzano splices and laid on shoulder tie-plates; the replacement of about 5 miles of light rail on the Utica division, 2 miles on the Kingston branch, and 1 mile on the Delhi branch with new 75-lb. open hearth rail.

It is recommended (1) that the defects in the tracks noted in the body of the report be repaired; (2) that the minor defects in the bridges be repaired; (3) that the timber trestle on the east end of bridge No. 52 in Utica be either filled or rebuilt at once; (4) that the tie renewals be completed as early as possible, and that particular attention be given to the surface and line of the main tracks; (5) that the re-ballasting with stone be continued as fast as practicable.

Respectfully,  
W. G. HIMES,  
Inspector Division of Transportation.

#### NIAGARA JUNCTION RAILWAY.

Inspected April 30, 1914. Last previous inspection May 21, 1913.

To the Public Service Commission, Second District:

I have made an inspection of the Niagara Junction railway and submit the following report:

The Niagara Junction railway is a single track industrial railroad at Niagara Falls. It extends for some distance along the Niagara river from the power house to a point near Echota where it turns sharply to the left and continues in a northerly direction to a connection with the Rochester division of the New York Central and Hudson River railroad about 2 miles east of Suspension Bridge. The length of line is 4.86 miles, and it has a total of about 7.71 miles of sidings. The topography in the region of this railroad favored the construction of the line with easy grades and light earthwork. The maximum grade is 1.06 per cent, used in the ascent to avoid a grade crossing with the New York Central and Hudson River railroad and the Erie railroad. The maximum curve is 10 degrees.

The embankments are of ample cross-section properly to support the track, and the drainage seemed to be fairly well provided for. The alignment and surface of the track south of the carbide works were good. The section of the track north of the carbide works has not been used for several years, and the switch connection with the Rochester division of the New York Central and Hudson River railroad has been removed. This section of the road is not now in fit condition to be used. There are no unusual features in the construction or operation of this railroad.

The tracks are laid with 80-lb. rail, joined with 4-hole angle-bar splices. The rails and fastenings were in good condition. The ties are principally oak and yellow pine with a few treated pine ties installed since the last inspection. The renewals during the last year were 3942 ties. This was sufficient for the proper maintenance of that part of the line used. The ballast is a good quality of crushed stone and of sufficient quantity. The right of way on the part of the line that is in use was generally in excellent condition. The fences, road crossings, and signs were also in good condition on this part of the line.

The tracks are maintained by a section foreman with an average of 8 laborers: the general condition of the tracks shows that this force is ample for proper maintenance.

There are 4 bridges on this railroad including 1 frame bent trestle of 3 spans, 1 through plate girder bridge of 1 span carrying the track over Buffalo avenue, 1 through plate girder bridge of 3 spans carrying the track over the New York Central and Hudson River and the Erie railroads, and 1 I-beam span over Pike creek. The bridges were well maintained throughout. The only defect observed was that the inside guard-rails were not full spiked to the ties on the bridge over the New York Central and Hudson River railroad.

As this is solely a freight road there are no passenger stations. One track is crossed by 2 tracks of the International Railway Company in Buffalo avenue on the connection with the Falls branch of the New York Central and Hudson River railroad. Protection is provided by the train crew flagging the crossing when it is desired to cross the electric railroad tracks.

The business conducted by this railroad is in the nature of a switching service to and from the various industries along its property, and the train movements are under the direction of a yard master. There are no block signals, and there is no train dispatching system with train orders.

Since the last inspection a considerable amount of work has been done in the way of surfacing and aligning the tracks and

renewing the cross-ties. The railroad is now electrically operated. Since the previous inspection 2 electric locomotives have been secured, a new locomotive house has been built, and that part of the main line which is in use and all sidings have been equipped with an overhead contact cable suspended from a catenary cable in such a manner that it is in a straight line horizontally. The catenary cable is supported at frequent intervals by cross cables hung on wooden poles erected along the side of the track. The electric locomotives have pantograph frames on top which make a sliding contact with the overhead cable.

The recommendation in the previous report has been complied with. It is recommended that the inside guard-rail on the bridge over the New York Central and Hudson River railroad be full spiked to the ties.

Respectfully,  
W. G. HIMES,  
Inspector Division of Transportation.

#### NORTHERN CENTRAL RAILWAY.

Inspected June 16, 17, 1914. Last previous inspection July 23, 24, 1913.

To the Public Service Commission, Second District:

I have inspected the Northern Central railway within this State and submit the following report:

This railroad is divided into two parts, that south of Elmira is known as the Elmira and Williamsport railroad and that part north of Elmira is known as the Elmira and Lake Ontario railroad. The former extends south from a connection with the Susquehanna division of the Erie railroad at Southport Junction, about 1 mile south of Elmira, to the New York-Pennsylvania state line, a distance of 6.44 miles. This is single track with the exception of about 0.34 mile of double track in Southport yard. The sidings have a total length of 4.88 miles. The Elmira and Lake Ontario railroad extends in a northerly direction from a connection with the Susquehanna division of the Erie railroad at Chemung Junction, about 4.1 miles north of Elmira, to Canandaigua, a distance of 64.19 miles. This is single track with the exception of 1.14 miles of double track from Chemung Junction to Horseheads. The Sodus Bay branch is 34.06 miles in length and extends from Stanley to Sodus Point. The Canandaigua Lake branch, extending from Canandaigua to Canandaigua Lake, is 1.47 miles in length. The branches are single track throughout. The sidings have a total length of 38.48 miles on the main line; 11.30 miles on the Sodus Bay branch; and 0.49 mile on the Canandaigua branch. Trains are operated over the Erie railroad tracks between Southport Junction and Chemung Junction under a trackage agreement, and joint use is made of the Erie railroad station at Elmira and the New York Central and Hudson River railroad station at Canandaigua.

The cuts and embankments are maintained in a good cross-section throughout. Considerable difficulty is experienced with slides in the cuts and embankments on the sidehill south of Montour Falls. The soil here when saturated with water fills the ditches and overflows the track. At one point during last Spring the embankment settled under the track and caused considerable trouble. Watchmen are employed to patrol the track at these places during storms to prevent accidents to trains. The embankment was narrow just south of milepost 6 on the Sodus Bay branch. The ditches have been well made and are maintained in good condition. The alignment and surface are generally good. North of milepost 49 and south of Hall station the track was a little irregular in line and surface.

The tracks are laid with rail as follows: south of Elmira: 5.66 miles Bessemer 85-lb. steel, and 1.12 miles open hearth 85-lb. steel; north of Elmira: main line: 4.37 miles Bessemer No. 1 100-lb. steel, 0.05 mile open hearth No. 1 100-lb. steel, 0.37 mile Bessemer No. 2 100-lb. steel, 5.09 miles open hearth No. 1 85-lb. steel, 44.41 miles Bessemer No. 1 85-lb. steel, 11.04 miles Bessemer No. 1 70-lb. steel; Sodus Bay branch: 6.22 miles open hearth No. 1 85-lb. steel, 8.32 miles Bessemer No. 1 85-lb. steel, 1.40 miles Bessemer No. 1 70-lb. steel, 18.12 miles Bessemer No. 1 60-lb. steel; Canandaigua Lake branch: 0.05 mile Bessemer No. 1 85-lb. steel, 1.21 miles Bessemer No. 1 70-lb. steel, 0.21 mile Bessemer No. 1 60-lb. steel. The rail was general good on the main line, and no defective rails were found. Since the previous inspection 1.72 miles of new 100-lb. rail have been laid on the main line north of Elmira, replacing 0.51 mile of 70-lb., and 1.21 miles of 85-lb. rail, and 0.79 mile of new 85-lb. rail replacing worn out 85-lb. rail. On the Sodus Bay branch, the rail is from fair to good. More than half of the mileage of this branch is laid with 60-lb. rail, which in places is surface kinked and bent; an effort is being made to replace this with heavier rail. Since the previous inspection 1.60 miles of new 85-lb. rail and 0.48 mile of fit 70-lb. rail have been laid replacing 2.08 miles of 60-lb. rail. There is apparently no authorization for rail renewals on this branch this season. This should not be neglected. The replacement of this light rail should be continued as rapidly as possible. The ties in



track are as follows: south of Elmira: oak 51 per cent, chestnut 22 per cent, treated 25 per cent, and yellow pine 2 per cent; north of Elmira: main line: oak 69 per cent, yellow pine 23 per cent, treated 7 per cent, and chestnut 1 per cent; Sodus Bay branch: oak 65 per cent, yellow pine 20 per cent, chestnut 9 per cent, and treated 6 per cent; Canandaigua Lake branch: oak 82 per cent, chestnut 16 per cent, and yellow pine 2 per cent. The renewals since the previous inspection were made as follows: south of Elmira: main line: oak 1788, chestnut 252, yellow pine 899, treated 791; north of Elmira: main line: oak 24,011, chestnut 1495, yellow pine 2034, treated 2121; Sodus Bay branch: oak 9075, chestnut 576, yellow pine 36, treated 839; Canandaigua Lake branch: oak 105. These renewals represent about 11 per cent on the main line north and south of Elmira, 8.5 per cent on the Sodus Bay branch, and 1.3 per cent on the Canandaigua Lake branch. This is sufficient for proper maintenance. The renewals contemplated for this year are 3200, or 9.4 per cent, on the main line south of Elmira; 28,775, or 10.7 per cent, on the main line north of Elmira; 13,765, or 11.1 per cent, on the Sodus Bay branch; and 460, or 5 per cent, on the Canandaigua Lake branch. This is sufficient for proper maintenance, but only a small percentage of these renewals had been made at the time of inspection, and it is evident that they will not be completed until late in the Summer or early Fall. The best results in track work are obtained when the tie renewals are completed in the early Summer.

The track appliances are all modern and in good condition. Rigid, manganese, and spring frogs are used. Split rail type switches with rigid and automatic switch stands equipped with targets and lamps are used. Derails are provided where necessary. They are generally of the lifting type although some point derails are used. They are usually pipe connected and have targets and lamps. Distant signals are provided where the view of the switch is obscured to an approaching train. Tie-plates are universally used on curves and on all new ties except oak ties on tangents. The ballast is a good grade of cinders and sufficient in amount. Since the previous inspection 22.6 miles of main line, 13.8 miles of the Sodus Bay branch, and 0.4 of a mile of the Canandaigua Lake branch have been re-ballasted. Cinders have been distributed in many places for re-ballasting this season. About  $\frac{1}{3}$  of the lines north of Elmira have been re-ballasted in the past year and equally as much more requires re-ballasting now. The heavy and frequent traffic pulverizes the cinders and soon renders them ineffective as ballast. A more substantial ballast is required for economic maintenance. The heavy bed of cinders underlying the track would make a splendid foundation for stone ballast. South from Stanley for about 14 miles the Sodus Bay branch is well ballasted. The balance of this branch is not so good. Here in many places weeds and grass are growing in the track. The right of way is in splendid condition, and the right of way fences are properly maintained. During the past year 10.9 miles of new woven wire fence have been erected and 62 iron farm crossing gates have been substituted for wooden gates. The road crossings and signs are generally in good condition: the exceptions noted were that the wooden crossing-signs on the Sodus Bay branch are very dingy and should be either repaired or replaced. There were 10 crossings between Sodus Point and bridge No. 142 where the signs were in poor condition. The average length of the track sections south of Elmira is 2.41 miles, and the working force consists of a foreman and 5 laborers. North of Elmira on the main line the sections average 4.35 miles; and on the Sodus Bay branch 5.67 miles. The working force on each consists of a foreman and 5 laborers per section. The generally good condition of the track and railroad property indicates that this force is sufficient.

The structures are main line south of Elmira, bridges: 2 through steel truss, 3 half through plate girder; culverts: 17 iron pipe, 5 open I-beam; main line north of Elmira: bridges: 9 half through plate girder, 13 deck plate girder, 6 wooden trestle, 1 stone arch, 2 reinforced concrete slab; culverts: 13 brick arch, 1 concrete arch, 8 stone arch, 98 stone box, 201 iron pipe, 4 open I-beam, 6 open wooden, 2 solid rail top, 1 concrete pipe; Sodus Bay branch: bridges: 2 through steel truss, 6 half through plate girder, 3 deck plate girder, 5 I-beam, 1 through Howe truss timber, 6 wooden trestle, 1 brick arch; culverts: 1 brick arch, 7 stone box, 70 iron pipe, 1 open I-beam, 1 open wooden, 1 concrete slab top. There are no openings on the Canandaigua Lake branch. The bridges are in generally good condition and properly maintained. The minor defects observed were as follows: south of Elmira: the first open culvert north of the Pennsylvania-New York state line needs some new ties and guard stringers; bridges Nos. 23, 24, 24A, 25, and 26 have inside metal guard-rails, but they are not full spiked to the ties; north of Elmira: bridge No. 101B, timber bridge seat on south abutment should be replaced; bridge No. 105, the timber back walls are in poor condition; first culvert north of bridge No. 107A, the bridge seats are failing; it is expected to rebuild these promptly; second culvert north of bridge No. 107A, the masonry shows evidence of failure: the walls are securely braced with timbers; first culvert south of Himrods,

the approaches are low; first culvert north of milepost 33 should have the track raised on the approaches and tamped solid; bridge No. 114 is a 3-span timber trestle: it is expected to replace this with a concrete flat top culvert; bridges Nos. 115A, 115B, 115C, 115D, and 115E are frame bent trestles: it is expected to rebuild these trestles and the timber is on hand for that purpose; bridge No. 116 is a 1 span deck plate girder on masonry abutments: the wing-walls on the north abutment have settled away from the abutment, this should be given prompt attention; bridges Nos. 125 and 127 have spikes driven in the angle-bar slots; bridge No. 131, the track is loose on the approaches and should be tamped solid; bridge No. 134 is a frame bent trestle of 12 spans: it is expected to fill in this trestle and install a castiron pipe this season; bridge No. 140 was formerly a 2-span timber Howe truss, which was burned on August 18, 1913, a temporary timber trestle now spans the opening, and considerable difficulty is experienced in keeping the track in surface on account of the bents settling: a speed of 4 miles per hour for all trains is observed and day and night watchmen are on duty; bridge No. 141 a short distance north of the temporary trestle is a single span timber Howe truss bridge: it is expected to dig a channel for the creek along the east side of the railroad and eliminate these two bridges; bridge No. 107A should have the bridge seats cleaned; bridges Nos. 100, 107A, 111, 111A, 114, and 122 have inside guard-rails which are not full spiked to the ties. The bridges are well maintained throughout. The substitution of permanent structures for the timber spans, and the elimination where possible of temporary bridges is being accomplished. Since the previous inspection 2 such bridges have been replaced with concrete flat top culverts, and 1 has been replaced by concrete pipe.

There are 26 frame and 2 brick station buildings. The stations, grounds, platforms, and driveways are in splendid condition.

There are no grade crossings with other steam railroads south of Elmira. North of Elmira on the main line at Stanley, 3 tracks are crossed by 1 Lehigh Valley railroad track, protected by manual interlocked signals with derails in the Lehigh Valley railroad track. The normal position of the signals indicate proceed on the Northern Central railway and stop on the Lehigh Valley railroad. When a Lehigh Valley train wishes to use the crossing the signals and derails are set by a member of the train crew operating the levers in the tower adjacent to the crossing. On the Sodus Bay branch at Phelps Junction, 1 track is crossed by 1 track of the Auburn branch of the New York Central and Hudson River railroad, protected by flagmen: a white light or flag displayed permits the New York Central and Hudson River railroad trains to cross; a red light or flag permits the Northern Central railway trains to cross. At Wallingford, 1 track is crossed by 1 track of the Ontario division of the New York Central and Hudson River railroad, protected by manual interlocked signals.

On the main line at Montour Falls, 1 track is crossed by 1 track of the Elmira and Seneca Lake Traction Company, protected by flagmen and derails. On the Canandaigua Lake branch at Saltonstall street, Canandaigua, 1 track is crossed by 1 track of the Rochester and Eastern Rapid railway, protected by derails.

There is a moderate northbound traffic in coal. The traffic originating on the lines of this railroad is principally agricultural and manufactured products, salt, etc. The facilities for handling the business are ample. Train movements are governed by a manual telegraph block system, positive for opposing movements and for trains following where a first-class train is involved. The block signal stations have 3-position type signals with marker lights. Telegraphic train orders, timetable schedules, and operating rules are in effect.

Since the previous inspection the following improvements have been made: sidings south of Elmira increased 0.13 mile, sidings north of Elmira increased 0.06 mile, and sidings Sodus Bay branch increased 0.04 mile; the interior of Watkins passenger station was painted, and the platform rebuilt at the freight station; new toilets were installed at Pine Valley and Himrods Junction tower; tie renewals were 3730, or about 11 per cent, south of Elmira; 29,661, or 11 per cent, on main line north of Elmira; 10,526, or 8.5 per cent, on the Sodus Bay branch; and 105, or 1.3 per cent, on the Canandaigua branch; track re-ballasted with cinders was 22.6 miles on the main line, 13.8 miles on the Sodus Bay branch, and 0.4 mile on the Canandaigua Lake branch; 1.72 miles of new 100-lb. rail and 0.79 mile of new 85-lb. rail were laid replacing 0.51 mile of 70-lb. and 2 miles of 85-lb. rail on the main line; 1.6 miles of new 85-lb. and 0.48 mile of 70-lb. rail were laid replacing 60-lb. rail on the Sodus Bay branch; bridges Nos. 116A and 118A, timber trestles, have been replaced with concrete flat top culverts; bridge No. 114N, an overhead highway bridge south of Penn Yan, has had the entire floor system renewed; the enginehouse doors at Southport were widened to provide better clearance; new wagon scales were installed at Glenora and Lewis; new subdivision tool houses have been built at Pine Valley and Himrods Junction on the main line; and at Stanley, Orleans, and Sodus Center on the



Sodus Bay branch; 5 new distant signals were installed to protect the facing point switches at the north end of the brick switch Horseheads, south end of passing sidings at Pine Valley, Watkins, and Lakemont, and the coal switch at Lakemont; a standard arrangement of non-interlocked crossover, protected by switch target and bolt lock, was put in at a crossover just south of Millport; 8.2 miles of woven wire right of way fence were built on the main line and 2.7 miles on the Sodus Bay branch; 34 iron farm crossing gates on the main line and 28 on the Sodus Bay branch replaced old wooden gates. The contemplated improvements for this season include the renewal of 3200 ties south of Elmira, 28,775 ties on the main line north of Elmira, 13,675 ties on the Sodus Bay branch, and 460 ties on the Canandaigua Lake branch; the elimination of the present timber trestle bridge No. 140 and the timber Howe truss bridge No. 141 by digging a new creek channel and filling the openings; the replacement of bridges Nos. 110A and 114 with new concrete flat top culverts; the replacement of bridge No. 118B with castiron pipe and fill; the replacement of the open timber cattle-pass 2500 feet south of Ennerdale with a 74-inch concrete pipe and fill; the pipe has been placed, and the filling is nearly completed; the replacement of bridge No. 134, a timber trestle, with 48-inch castiron pipe and fill; the renewal of the masonry at bridge No. 144; the renewal in timber of bridges Nos. 115A, 115B, 115C, 115D, and 115E; the rebuilding of the yard office at Southport; the extension of about 60 feet to the ice house at Southport yard; the replacement of the present 46-foot track scale with 52-foot scale at Southport yard; the construction of a new public delivery siding and wagon scale between Stanley and Lewis.

This railroad is being maintained in a very satisfactory manner. It is recommended (1) that the crossing-signs on the Sodus Bay branch, which require it, be either painted or replaced by new signs promptly; (2) that the inside metal guard-rail be full spiked to the ties; (3) that the other minor defects in the track and bridges mentioned in the body of the report be repaired.

Respectfully,  
W. G. HIMES,  
Inspector Division of Transportation.

#### NORWOOD AND ST. LAWRENCE RAILROAD.

Inspected May 23, 1914. Last previous inspection June 10, 1913.

To the Public Service Commission, Second District:

I have inspected the Norwood and St. Lawrence railroad and submit the following report:

This railroad has a standard gauge single track line extending from Norwood to Waddington, a distance of 19.2 miles. At Norwood there is track connection with the Rutland and the New York Central and Hudson River railroads, and at Waddington there is a passenger and team ferry across the St. Lawrence river to Morrisburg, Ont. There is a branch 1200 feet long near Raymondville, extending to a small passenger station and industry tracks at a mill.

This line extends across a rolling country and crosses the Raquette and La Grasse rivers. There are some fairly heavy grades, but the curvature is moderate. The cuts and fills generally are in good condition, but in two places the line has not yet been brought to final grade. The surface and alignment of the track are good.

The rail consists of 70-lb. steel except a small amount of 60-lb. steel near Norwood. The rail is in good condition, except that some loose joints were found near Norwood which should be repaired. Cedar ties are used and apparently are renewed in sufficient numbers each season properly to maintain the track timber. The track is fairly well ballasted with gravel and cinders. The track appliances include split switches, rigid frogs, and automatic switch stands all of which appeared to be in good repair. The right of way is clean and open, and suitable fences are maintained. The road crossings are in good condition and are equipped with standard signs. The line is divided into 3 track sections with an average force of about 6 men per section during the working season. The amount of track labor used appears to be sufficient.

The bridge and culvert structures consist of plate girders, I-beams, concrete arches and boxes, and small timber trestles. These quite generally are in good condition, but a few minor defects requiring mention are as follows: bridge west of East Norfolk, the east abutment is cracked, but the masonry apparently is standing without movement at present; bridge west of Norfolk has poor abutments which are assisted by timber bents; the plate girder bridges east and west of Raymondville should have the saprot trimmed off of the deck timbers; bridge east of Chase Mills should have the guard-rail spiked more securely, to every second tie. The timber bridges are being replaced by permanent structures as rapidly as practicable.

There are 4 stations maintained by this company, all of which are in good condition and suitable for the traffic. There also are shelters at several flag stops, and the station at Norwood is used jointly with the New York Central and Rutland railroads.

There is only a moderate traffic on this road, the train work being handled by 2 crews. Train movements are controlled by the timetable schedules, telephonic train orders, and the operating rules. This method appears to be satisfactory for the present conditions. The facilities provided are suitable for the existing business.

During the past year ballast has been applied on about 10 miles of track, and some work has been done in widening cuts and raising fills to bring the track to a permanent grade line. Improvements proposed for the current year include a continuation of the ballasting, the improvement of the grade line, and the replacing of two timber trestles by concrete culverts.

The recommendations of the last previous report generally were carried out. It is recommended that the repairs of minor defects as mentioned in the body of this report be made.

Respectfully,  
J. B. STOUDEK,  
Steam Railroad Inspector.

#### OTIS RAILWAY.

Inspected May 14, 1914. Last previous inspection May 13, 1913.

To the Public Service Commission, Second District:

I have inspected the Otis railway and submit the following report:

The Otis railway is 1.08 miles in length extending from a connection with the Catskill Mountain railway at Otis Junction to a connection with the Catskill and Tannersville railway at Otis Summit. The track is 3 feet gauge and of a three rail construction. The center rail is used in common with the outside rails to form the up and down tracks. There are no curves in the railway except at the middle point where the tracks separate and 4 rails are used to give clearance for passing the cars. The difference in elevation between the termini is about 1600 feet. The grade however is not uniform. It generally follows the surface of the ground with light grading. Where cutting was necessary it was through solid rock. The maximum grade is 38 per cent, and the minimum grade near Otis Junction is about 4 per cent. The embankments and cuts are of good section, and the ditches where required are properly maintained. The alignment and surface of the tracks are good.

The rolling equipment consists of 2 single-truck open passenger cars with seats running crosswise. There are 15 seats with a capacity of 8 persons to a seat, but the number of passengers carried in each car is restricted to 75. Two 1¼ inch steel cables, each a little longer than the distance traveled by each car, are attached to the rear of the descending car and to the front of the ascending car. These cables pass around a drum driven by two Hamilton Corliss engines, and thence around an idler wheel which is set at an angle so the cable returns to the other track in the proper position. When the cars are operated, one is hauled up by the one end of the cables and the other drops down the grade by gravity, being restrained by the other end of the cables. The operation is controlled by two men in the tower which is situated at the head of the plane over the engine room. From here a clear view of the entire plane is had with the exception of about 1000 feet which is obscured by a break in the grade. The cars are in plain view with the exception of a few seconds. The engine throttle and the control for the brakes are in the tower. Telephones are installed in the tower, on each car, and in the station at the foot of the plane. The platforms at each end of the line are level with the car floor. A safety clutch is installed under each car which in an emergency grips each side of a stringer laid in the track and securely bolted to the ties on the inside of each outside rail. This grip automatically clutches the stringer when the speed of the car reaches 12 miles per hour, or it can be set by hand by the car man in charge of each car.

The rails are 40-lb. Bessemer steel in good condition throughout. The ties are 6 inches by 8 inches by 9 feet 10 inches, yellow pine, driftbolted to three stringers, one under the center rail and one under each end of the ties just outside of the outside rails. The stringers are supported on mudsills which extend across the track under the three stringers at intervals of about 8 feet. The rails were full bolted and tight, and full spiked to the ties. There were several poor ties and stringers, but new timber was on hand to make the renewals; and it was stated that these renewals would be made at once. The right of way is cleared. There are no highway or private road crossings at grade. The track repairs are made by the section gang on the Catskill and Tannersville railway.



There are one timber truss overhead highway crossing, two timber stringer masonry abutment undergrade highway crossings, one reinforced concrete trestle with concrete stringers, posts, caps, and sills, and one steel trestle with the track carried on I-beams supported on steel towers. These structures were in generally good condition. One of the longitudinal braces in the concrete trestle has been damaged considerably on the end which is supported on the rock, by falling stones from the hillside adjacent.

There are two frame stations. The one at Otis Junction is used jointly by this railway and the Catskill Mountain railway, and the one at Otis Summit is used in common with the Catskill and Tannersville railway. Repairs have been made to the platforms, and the stations were in generally good condition. They seem to provide ample accommodations for the class of service performed.

The operator in the tower at Otis Summit arranges by telephone with the official at Otis Junction for starting the cars. The trip is made without stop. A limited freight business is handled. Package freight and baggage is hauled in an open car securely attached to each passenger car. Carload freight is handled by attaching one freight car to the rear of the passenger car on the north track and hauled to the summit where a turnout is provided, and the freight car uncoupled from the passenger is hauled up to the Catskill and Tannersville railway by a cable from a hoisting engine. A derailing switch is placed just below this turnout to derail the freight car in case of accident. No passengers are carried when the freight car is being handled on the plane.

Since the previous inspection a new steam pipe line has been built in the boiler room; the engines have been thoroughly overhauled; the ears have been painted and extensively repaired; and the two cables have been replaced with new 1¼ inches steel cables; many of the idlers in the track supporting the cable have been replaced; and new ties and stringers have been installed. There are no extensive improvements contemplated for this season.

This property is being maintained in a satisfactory manner. It is recommended that the damaged brace in the concrete trestle be repaired, and that the poor ties and stringers be replaced.

Respectfully,

W. G. HIMES,  
Inspector Division of Transportation.

#### OWASCO RIVER RAILWAY.

Inspected October 6, 1914. Last previous inspection October 21, 1913.

To the Public Service Commission, Second District:

I have inspected the Owasco River railway and submit the following report:

This railroad is a standard gauge, single track switching line, located in the city of Auburn. One part of the main track extends from a connection with the New York Central and Hudson River railroad near the passenger station to the International Harvester Company works on Genesee street, about one-half mile. Another line connects with the New York Central and Hudson River railroad at a point about one-half mile east of the other connection and extends to warehouses and a lumber yard of the International Harvester Company, and also extends northward to a connection with the Lehigh Valley railroad. The total amount of main track is 2.11 miles, and the company also has trackage rights on the New York Central and Hudson River railroad between the two connections.

The line to Genesee street lies along the Owasco river and is carried on three trestles for about 1200 feet. The other line has some heavy grades and sharp curves. At a curve near the old quarry, the outside rail is elevated sufficiently for high speed traffic. As the speed of trains at this place is moderate the superelevation of the outside rail evidently is excessive. The rail consists of 60-lb., 70-lb., 75-lb., 80-lb., and 90-lb. sections, and quite generally it is in good condition. A rail with a split head north of the New York Central tracks should be taken out of main track service. The track ties are in good condition. The switches, frogs, and other track appliances are in good repair, except that the rails were spreading at the heel of a switch in the lumber yard.

The Owasco river is crossed on a 2-span deck truss bridge which is in good condition, except that it has a few poor ties. The track is on a curve, and the ties have suffered from frequent re-spiking. Tie-plates applied to the bridge ties on the curve would prevent this damage. There are three trestles along the river bank between the river bridge and Genesee street. The two trestles between the bridge and North street have been rebuilt with concrete piers and I-beam girders. The timber trestle between North and Genesee streets is in fair condition. Several

concrete piers have been built there, and it is expected to complete the rebuilding next season. The inside guard-rails on all of these structures are too close to the main rails properly to guide a derailed truck. The space between the heads of the guard and main rails should be not less than 8 inches, and it is suggested that the change be made gradually whenever extensive re-spiking is done.

The line to Genesee street is crossed by 2 tracks of the Auburn and Syracuse Electric railroad on Genesee street and by 1 track of the same railway on North street. The only protection consists of flagging by the train crews of either road when using the crossing.

The road is operated as a yard under the direction of a yardmaster. There is a small classification yard north of the New York Central tracks where cars are assembled and classified according to the plants to which they are destined. Derails and castiron blocks are provided at several places on the steep grades to prevent runaway cars from doing serious damage. The track is closed to entrance from the streets by gates which are kept locked when not in use.

The principal improvements in the last year are a new side-track to a new malleable casting plant and the building of 8 concrete piers at the timber trestle. It is intended to complete the rebuilding of this structure next season.

The recommendations of the preceding report were carried out. It is recommended that the defective rail be removed from the track and that the track be gauged at the switch in the lumber yard; that tie-plates be applied on the curve on the Owasco River bridge; and that the guard-rail on the trestles be properly spaced when re-spiking is done on the bridge decks.

Respectfully,

J. B. STODER,  
Steam Railroad Inspector.

#### PITTSBURG, SHAWMUT AND NORTHERN RAILROAD.

Inspected June 5, 1914. Last previous inspection June 18, 1913.

To the Public Service Commission, Second District:

I have inspected the Pittsburg, Shawmut and Northern railroad within this State and submit the following report:

This is a single track, standard gauge railroad extending from the New York-Pennsylvania state line near Prosser in a north-easterly direction to a connection with the Delaware, Lackawanna and Western railroad at Wayland, a distance of 69.36 miles. The Olean branch, 9.01 miles in length, extends from its main line connection at Prosser to Olean, where it has a connection with the Buffalo division of the Pennsylvania railroad. The Hornell branch extending in a southerly direction from Moraine to Hornell, a distance of 10.38 miles, connects with the Buffalo division of the Erie railroad. The total length of sidings and yard tracks is 28.05 miles.

The grades on the main line are comparatively steep in places. The maximum is 1.8 per cent, 5000 feet long ascending southward from Swains to Grove. The Hornell branch has comparatively light grades with a maximum of 0.45 per cent about 4500 feet long near Arkport. The Olean branch has a 1.44 per cent grade 1800 feet long near White House. The curves are rather frequent. The maximum curvature is as follows: main line near Swains 10 degrees; Hornell branch near Moraine 10 degrees; Olean branch near Olean 22 degrees. The cuts and embankments are well formed and have generally a cross-section of ample proportions to support the track. The ditches are properly maintained. The track alignment and surface are generally good; however, the tangents in several places needed attention. This was particularly noted on the main line between Moraine and Wayland. The traffic here is light and the speed is restricted to 20 miles per hour. The tangent south of Richburg and near bridge No. 59.4 should have attention.

The track is laid with Bessemer rail as follows: main line 85-lb. rail, 54.81 miles; main line 56-lb. rail, 14.55 miles; Hornell branch 85-lb. rail, 1.08 miles; Hornell branch 56-lb. rail, 9.30 miles; Olean branch 85-lb. rail, 0.24 mile; Olean branch 56-lb. rail, 8.77 miles; total 88.75 miles. The rail is generally in good condition and no defective rails were found. The 85-lb. rail is jointed with 6-bolt Weber splices and the 56-lb. rail with 4-bolt Bonzano splices. The bolts were tight with a few exceptions where not more than 2 bolts in any joint were loose.

The ties are principally oak and yellow pine. The renewals since the previous inspection were 29,000 or about 14 per cent on the main line, 4600 or 15 per cent on the Hornell branch, and 3800 or 15 per cent on the Olean branch. The renewals contemplated for this year are 22,000 on the main line, and 4000 each on the branches: this is sufficient for proper maintenance. The renewals during the past year were made with yellow pine, but there are now on hand native oak ties which will be used with yellow pine for the renewals. Spring and rigid frogs, split



rail type switches, and automatic switch stands with targets and lamps are used: they are in good condition. When it is necessary to renew 56-lb. switches it is done with 85-lb. materials. Tie-plates are extensively used under the 56-lb. rail and with the 85-lb. rail on the curves. Anti-rail creepers of a modern design are used where needed: they are properly installed and appear to be satisfactory.

The ballast is gravel throughout with the exception of about 14 miles of main line which is slag: of this about 6 miles is coarse slag, and the remaining 8 miles is sugar slag. The gravel ballast is fair to good in quality and generally sufficient in amount. In places grass and weeds are growing in it. The coarse slag ballast is clean and appears to be of good quality. Where it was applied the track is in splendid condition.

The right of way is clean and well kept, the fences are in good condition, and the road crossings are properly maintained. The crossing-signs are in many places in need of painting. This was especially noted at the following points: Hornell branch, crossing south of bridge No. 15.7; main line, at 3 crossings between bridge No. 57.2 and Bolivar, and at crossing between bridges No. 64.0 and 65.2; Olean branch, between bridge No. 69.1 and White House, and between bridges Nos. 70.4 and 71.1. The sign at the crossing just north of Angelica station is behind a tree and should be moved to a new location where it will be in plain view.

The sections have an average length of 4.94 miles, and the force consists of 4 men on the main line, 5.09 miles and 4 men on the Hornell branch, and 5.81 miles and 4 men on the Olean branch: this force is sufficient for proper maintenance if judiciously handled. The track work for this season is being postponed for financial or other reasons until the close of the fiscal year. Only such work as is absolutely necessary for safety is being done at present. This is a common practice on some railroads and one that is to be deplored in that the best results from track work are obtained in the Spring and early Summer.

All the bridges on the main line are steel I-beam and plate girder types. There are 3 plate girder and 1 through truss bridges on the Hornell branch, and 5 plate girder bridges and 2 timber trestles on the Olean branch: they are in generally good condition. A criticism common to many of the bridges is that the inside guard-rails are not full spiked to the ties, this being particularly noted on the following bridges: Nos. 13.2, 17.7, 31.5, 33.3, 33.7, 34.2, and 40.3. The other minor defects in the bridges were as follows: saprot on bridges Nos. H17.2, 44.9, 61.3, 61.4, 61.7, 63.0, 65.2, 0-69.1, and 0-71.1 should be adzed off to prevent fire; the bridge seats should be cleaned on bridges Nos. H-13, 56.4, and 69.3; the steel was dirty on bridge No. 15.7; new guard stringers are required on bridges Nos. 47, 59.4, and 0-71.1; new ties are required on bridges Nos. 33.3 and 69.3; the track is loose on the approaches to bridges Nos. 40.3 and 48.4, and the ties should be tamped solid; the embankment on the approach to bridge No. 0-71.1 is narrow and should be filled out to provide a proper shoulder for the ballast; the concrete pier on the south end of bridge No. 33.7 has settled, and the girders are supported on temporary timber blocks: it is expected to replace these with cast steel shoes; the two timber trestles on the Olean branch Nos. 0-76.3 and 0-76.4 are in poor condition: it has been definitely decided to rebuild 0-76.4 with timber; bridge No. 0-76.3 requires some new caps and practically a whole new deck, and it is believed that a thorough examination will determine that this bridge should be rebuilt. There are 259 arch and pipe culverts on the main line, 18 on the Hornell branch, and 18 on the Olean branch.

The stations and shelters are generally well maintained and seem adequate for the service rendered. There are 30 frame stations and shelters and 2 brick stations. The Delaware, Lackawanna and Western station at Wayland is used jointly.

At White House on the Olean branch, 1 track is crossed by 1 track of the Buffalo division, Pennsylvania railroad, protected by mechanical interlocking signals and derails. At Ceres on the main line, 2 legs of the wye are crossed by 1 track of the Western New York and Pennsylvania Traction Company, no protection provided. At Hornell on the Hornell branch, 1 track is crossed by 1 track of the Hornell Traction Company in Seneca street, no protection is provided.

The principal traffic is soft coal from the Pennsylvania mines: this is delivered to the Erie railroad at Hornell and the Delaware, Lackawanna and Western railroad at Wayland. The local traffic is farming products. The passenger traffic is light, and the service rendered is in accord therewith.

Train movements are controlled by telegraphic train orders, timetables, and operating rules. There are no automatic block signals. The pusher service on the grades has been discontinued, and the trains are now operated with 2 engines thus reducing the number of train movements by eliminating the return of the light engine to the foot of the grade.

Terminal facilities are provided at Hornell, Angelica, and Olean, and these with the interchange facilities at junction points seem adequate.

Since the previous inspection the following improvements have been made: sidings and yard tracks have been increased 0.23 miles on the main line, and 0.46 of a mile on the Hornell branch; 0.3 of a mile of new 85-lb. rail and 0.25 of a mile of relayer 85-lb. rail have replaced 56-lb. rail on the main line, and 0.12 of a mile of new 85-lb. has replaced 56-lb. rail on the Hornell branch; 29,000 yellow pine ties, representing 14 per cent, were used in renewals on the main line, 4600 yellow pine ties, representing 15 per cent, were used in renewals on the Hornell branch, and 3800 yellow pine ties, or 15 per cent, were used in renewals on the Olean branch; 6 miles of track were re-ballasted with coarse slag, and 8 miles with sugar slag; new concrete abutments have been installed in the Canaseraga Creek bridge on the Hornell branch; 2 span deck plate girder bridge on pile bents has replaced a timber trestle at bridge No. 1.3. The contemplated improvements include the renewal of 22,000, or 10.6 per cent of the cross-ties on the main line, 4000, or 13 per cent, on the Hornell branch, and 4000, or 15.8 per cent, on the Olean branch; the renewal of the two timber trestles on the Olean branch; and the erection of two new shop buildings at Angelica.

This railroad is being maintained in a satisfactory manner. It is recommended (1) that the inside guard-rails on the bridges be full spiked to the ties; (2) that timber trestles Nos. 0-76.3 and 0-76.4 be replaced with new structures; (3) that the highway crossing-sign at Angelica be re-located; (4) that the other minor defects in the track and bridges mentioned in the body of the report be remedied.

Respectfully,  
W. G. HIMES,  
Inspector Division of Transportation.

#### RUTLAND RAILROAD.

Inspected August 11, 12, 1914. Last previous inspection September 2, 3, 1913.

*To the Public Service Commission, Second District:*

I have inspected that part of the Rutland railroad which is within the State of New York and submit the following report:

There are parts of 3 single track lines of this railroad within this State. The Ogdensburg division extends in an easterly direction from Ogdensburg on the St. Lawrence river to the state line in Lake Champlain near Rouses Point, a distance of 118.8 miles. The Addison branch extends in an easterly direction from a connection with The Delaware and Hudson Company's railroad at Fort Ticonderoga to the New York-Vermont state line, a distance of 9.82 miles. The Chatham division extends in a southerly direction from the New York-Vermont state line north of Petersburg Junction to a connection with the Boston and Albany and the Harlem division of the New York Central and Hudson River railroads at Chatham, a distance of 51.29 miles. The sidings have a total length of 41 miles on the Ogdensburg division, 0.3 mile on the Addison branch, and 4.5 miles on the Chatham division. The Ogdensburg division is exceptionally well located. The curves and grades are moderate, and the embankments and cuts have an unusually wide cross-section which provides an ample shoulder for the support of the tracks on the fills and for the drainage ditches in the cuts. On the Chatham division, the embankments and cuts have a good cross-section, and the ditches are properly maintained. The curves are frequent and some are moderately sharp. The alignment and surface of the tracks are fair to good.

The tracks are laid with rail in weight and section as follows: Ogdensburg division: 80-lb. old New York Central section, 79.275 miles; 80-lb. Dudley section, 26.395 miles; 75-lb., 3.310 miles; 72-lb., 9.820 miles; Addison branch: 56-lb., 0.820 mile; Chatham division: 80-lb. New York Central section, 6.695 miles; 75-lb., 36.120 miles; 72-lb., 8.475 miles. The 80-lb. rail on the Ogdensburg division is joined with 6-bolt angle-bar splices, and on the Chatham division the splices are mixed 6-bolt angle-bars and 4-bolt continuous rail joints. The 75-lb., 72-lb., and 56-lb. rail is joined with 4-bolt angle-bar splices. Many continuous rail joints have been applied to the rails replacing surface bent splices. It is expected to continue this practice with the idea of prolonging the life of the rail. On the 72-lb. rail these joints are replacing old one-tie supported 4-bolt joints and the change should make a material improvement in the tracks. The bolts are tight and no loose bolts were observed. Rails which appeared to be defective were noted in the main tracks at the following points: Ogdensburg division: Piped or split head rails in the south side of the track near the crossing west of bridge No. 355, near telephone poles 2486, 2130, 1661, and 276. The ties are principally cedar, chestnut, and oak. The renewals since the previous inspection were made with 23,000 cedar and 9500 chestnut ties, equivalent to 10 per cent, on the Ogdensburg division; 200 cedar and 100 chestnut, equivalent to 13 per cent, on the Addison branch; and 10,200 cedar and 11,400 chestnut ties, or about 15 per cent, on the Chatham division. The destruction of the ties is principally by rail cutting. The cedar ties are soft wood, and they



are in places cut deeply by the rail. Tie-plates have been installed on the curves, and it is suggested that if they were used on the soft ties on the tangents their life would be considerably prolonged. The renewals made during the past year are sufficient for proper maintenance. This season's renewals amounting to 45,700 ties on the Ogdensburg division, 300 ties on the Addison branch, and 20,000 ties on the Chatham division were about 75 per cent complete at the time of the inspection. The tracks are ballasted with gravel and cinder on the Ogdensburg division, gravel with a few cinders mixed on the Chatham division, and dirt and cinders on the Addison branch. The ballast is generally sufficient in amount and of good quality. The track appliances include rigid and spring frogs, rigid and automatic switch stands equipped with targets and lights, split switches, point, stub, and lifting derails. There are also some manganese steel guard-rails in use. The appliances were in good condition, and no defects were noted.

The right of way was clean and well kept. The fences where required are in good condition. The road crossings and signs are well maintained with the exception that a few of the crossing-signs should be painted to make them more conspicuous. The signs particularly noted in this respect are at crossings where no other protection is provided, and the necessity for keeping these signs well painted is obvious. The sections have an average length of 5 miles and a force of 1 foreman and 4 men during the working season on the Ogdensburg division; 5.3 miles and a force of 1 foreman and 4 men on the Chatham division; and 7½ miles and 1 foreman with 4 men on the Addison branch. This force is sufficient properly to maintain the tracks if allowed for the full working season.

The minor defects in the tracks particularly noted were as follows: Ogdensburg division: The crossing-sign on the south side of the crossing west of milepost A98 appears to be hidden from the view on that approach by a tree. The signs at the following highway crossings should be painted: between bridges Nos. 365 and 366, east of Knapps, east of bridge No. 363, west of bridge No. 358, second crossing west of milepost A85, east of milepost A76, east of Brushton, west of milepost A71, at Bangor, east of milepost A53, west of Altona, east of bridge No. 327, at milepost A19, east of bridge No. 316, east of bridge No. 308, west of milepost A6, and east of Rouses Point. The surface and line were a little irregular between milepost A74 and A73, west of milepost A39, on the tangent east of milepost A26, and south of bridge No. 320. Considerable trouble is experienced with the cedar ties in keeping the spikes driven down, and at several places on the Ogdensburg division the spikes were sticking up. This was particularly noted near Knapps. The ties are badly rail cut at telephone pole 2420. The ditch on the south side of the cut at milepost A49 should be cleaned to afford proper drainage. Chatham division: The water tank north of North Stephentown is in very poor condition and liable to collapse. The shims in the track south of bridge No. 23 should be removed and the track surfaced. The churning track in the cut north of bridge No. 3 should have attention.

The bridges are in number and kind as follows:

	Ogdensburg Division	Chatham Division	Addison Branch	Total
I-beam.....	16	3	.....	19
Wooden stringer.....	17	12	.....	29
Deck plate girder.....	25	4	.....	29
Solid rail floor.....	3	2	.....	5
Deck truss.....	5	1	.....	6
Frame trestles.....	5	4	.....	9
Pile trestles.....	1	7	1	9
Through plate girders.....	1	7	.....	8
Through truss.....	1	1	.....	2
Rail stringers.....	.....	11	.....	11

The stone masonry in the larger bridges on the Ogdensburg line is usually built for two tracks and is in splendid condition; that in some of the smaller openings is dry rubble and not in good condition. In several of these abutments the walls have bulged, and they are braced with timbers necessitating constant watching. Many of these openings can be replaced with pipe and filled. There are a number of wooden stringer bridges, pile and frame trestles that should be replaced with permanent structures. This would materially reduce the maintenance cost and increase the safety of operation. Several instances were noted where this has been done by the construction of concrete flat top culverts. A programme could be arranged dividing the work over a number of years so that the expense would not be great in any one year, but their elimination would be complete eventually. The dry masonry abutments no doubt have quite thick walls, and in many places they could be faced with concrete of moderate thickness and grouted thereby filling the voids in the walls. This would make a substantial abutment at moderate cost. The saprot on the decks and wooden stringers should be adzed off to prevent fire. This is a matter of small expense which lessens the danger from fire and increases the safety. Inside guard-rails are considered necessary on spans of 15 feet or over between back walls. These guards should be full bolted and full spiked to the ties. The running rails should also be full spiked to the bridge ties.

The minor defects in the bridges were as follows: Ogdensburg division: bridges Nos. 380, 370, 357, 355, 354, 351, 349, 348, 347, 341, 338, 336, 335, 330, 329, 315, 314, and 306 are 20 feet or more in span and have no inner guard-rails; bridges Nos. 374, 370, 367, 357, 355, 354, 338, and 330 should have the running rail full spiked to the ties; bridges Nos. 374, 367, 331, 328, 325, 321, 316, 312, and 310 have inner guards which are not full spiked to the bridge ties; bridges Nos. 376, 367, 357, 351, 347, 323, 321, and 316 have saprot on the deck timbers which should be adzed off; bridge No. 374 needs some new ties and guard stringers; bridge No. 372 needs a new deck; bridge No. 365 has dry rubble masonry abutments in rather poor condition; bridge No. 364 needs some new ties and the steel should be painted; bridge No. 362, the stringers are poor; bridge No. 351, the shoulder back of the west abutment is narrow: it should be filled properly to support the track; the open culverts west of bridge No. 345, and east and west of milepost A67 are in rather poor condition: it is expected to replace these openings with castiron pipe and fill: the pipe is on hand, and they will be installed promptly; the cattle-pass east of milepost A62 and bridges Nos. 317 and 308 have poor masonry: the abutments are braced with timbers; the open culvert east of milepost A58 has a poor deck; the open culvert east of milepost A53 has poor masonry: it is suggested that this opening could be replaced with pipe and fill; bridge No. 328 has some poor ties; bridge No. 323, the ties are rail cut: tie-plates used on the bridge ties would prevent this; bridge 321, the steel needs painting; the trestle in Lake Champlain is being rebuilt: new pile bents have been driven and new stringers are being installed: when completed this trestle will be in good condition: it is expected to expend about \$15,000 on this trestle during this year and next: the single track of the Central Vermont railway uses this trestle in common with the Rutland railroad: the tracks are laid in a gauntlet with the frogs at either end of the trestle: there is a draw span about the middle of the trestle: only a part of the trestle is within this State. Chatham division: bridges Nos. 47, 44, 43, 38, 37, 33, 31, 26, 25, 24, 23, 21, 17, 15, 10, 9, 8, 7, 4, and 1 have no inner guards: they are trestles, girder or truss spans 30 feet or more in length between back walls; bridges Nos. 23, 22, 20, 15, 10, 9, 8, 7, 4, 2, and 1, and the culvert north of North Stephentown should have the running rail full spiked to the ties; bridge No. 3 has inner guards which are not full spiked to the ties; bridges Nos. 44, 37, 22, 10, and 9 have saprot on the deck timbers which should be adzed off. The second culvert west of bridge No. 43C has poor masonry, the abutments are crumbling, and it is suggested that a pipe and fill could be used to replace this opening; bridge No. 42, an overhead highway, is being rebuilt and strengthened; bridge No. 33 has rail stringers laid side by side the full width of the track: it has 2 spans: the pier has failed and the stringers are supported on frame bents one on each side of the pier: the bridge has a total length of about 30 feet, the two spans appear to be too long for the rail stringers, and it is suggested that in rebuilding it be made 3 spans by constructing 2 piers; at the open culvert south of bridge No. 29, the timber crib on the north abutment is in poor condition and should be replaced; the ties and stringers are poor on the cattle-pass north of South Berlin; bridge No. 27 has poor caps; bridge No. 23 has drift, old ties, etc., obstructing the channel; the open culvert south of North Stephentown has poor masonry which is braced with timbers; bridge No. 19, the timbers on the abutments supporting the girders are in poor condition and should be replaced; bridge No. 5 is in poor condition: castiron pipe is on hand, and it is expected to replace the opening with this and fill.

There are 4 brick and 20 frame stations on the Ogdensburg division, and 13 frame stations on the Chatham division. The stations were generally in good condition and clean. The brick station building at Chateaugay is being remodeled, and a combined coach and baggage car is used temporarily.

At Norwood, 1 track is crossed by 1 track of New York Central and Hudson River railroad, protected by interlocked semaphore signals; the 4 blades, one for each direction over the crossing are on one pole: this signal has been placed in service since the previous inspection. At Moira, 1 track is crossed by 1 track of the New York and Ottawa railway by means of junction switches, protected by a 2-ball signal with lights. At Malone Junction, 1 track is crossed by 2 tracks of the New York Central and Hudson River railroad, protected by electrically operated and interlocked home signals located 15 feet each way from the crossing. At Mooers Junction, 3 tracks are crossed by 1 track of The Delaware and Hudson Company's railroad, protected by a 2-ball signal with lights. At Rouses Point Junction, 1 track is crossed by 1 track of The Delaware and Hudson Company's railroad, protected by a 2-ball signal with lights. At Petersburg Junction, 1 track is crossed by 2 main tracks of the Boston and Maine railroad, protected by mechanically interlocked signals and derails.

Train movements are controlled by timetables, operating rules, and train orders. There are no automatic or other block signals. The train order signals are 2-position lower quadrant types with both arms on one pole. The passenger traffic is light,



and principally local. The service rendered seems to be sufficient for the present needs. The freight traffic is heaviest in the summer season when navigation is open on the Great Lakes. The western terminal at Ogdensburg on the St. Lawrence river is equipped with docks, warehouses, and yard tracks to facilitate the interchange of freight with the lake steamers. Grain for local New England points and export is the principal freight eastbound, and package freight westbound. The freight originating on the lines within this State is principally milk and farm products. The freight trains of the New York Central and Hudson River railroad use the tracks of this company between Norwood and Malone Junction, a distance of about 36 miles. This section of the railroad has comparatively heavy traffic. It has been previously suggested that some form of block signaling be installed here, but nothing has as yet been done in the matter.

Since the previous inspection the following improvements have been made: a new siding 336 feet long has been built at North Lawrence; 32,500 ties have been renewed on the Ogdensburg division, 15,000 on the Chatham division, and 300 on the Addison branch; 12 miles of gravel and 3 miles of cinder ballast were applied on the Ogdensburg, and 3½ miles of cinders on the Chatham divisions; extensive repairs have been made to the Rouses Point trestle, and minor repairs to other bridges; 2 open bridges have been replaced with concrete solid floor culverts. The improvements contemplated include an extension to the passing tracks at Brandy Brook and Knapps, and the completion of the repairs to Chateaugay station now in progress.

It is recommended (1) that inside guard-rails full spiked and full bolted be placed on all bridges having a total length of 15 feet or more between back walls: the longer bridges should be equipped first and the work continued until all are completed; (2) that the minor defects in the tracks and bridges be repaired; (3) that the crossing-signs requiring it be painted.

Respectfully,

W. G. HIMES,  
Inspector Division of Transportation.

#### SCHOHARIE VALLEY RAILWAY.

Inspected May 5, 1914. Last previous inspection May 19, 1913.

To the Public Service Commission, Second District:

I have inspected the Schoharie Valley railway and submit the following report:

This railway connects with the Susquehanna division of The Delaware and Hudson Company's railroad at Schoharie Junction and extends to Schoharie a distance of 4.38 miles. At the latter point connection is made with the Middleburgh and Schoharie railroad.

The line lies in the valley of Schoharie creek, and in some places the location is close to the creek bank. There has been some erosion of the bank in former years but it is now well protected by riprap. The grades and curvature are moderate and suitable for a light railway. The grading of the roadbed is light in amount. The cuts and fills are narrow but serve fairly well in holding the ballast. Track ditches are provided for surface drainage. The surface and alignment of the track are fair and satisfactory for the class of traffic which is handled.

The rail is in fair to good condition, consisting of about two and one-half miles of 80-lb. relayer rail and the remainder of 65-lb. rail. A defective rail which should be removed from the track was found about one-quarter mile south of Hollenbeck's. The defect apparently is a pipe, and a piece of the head of the rail has started to split out on the gauge side. In Schoharie Junction yard there are several cut rails which are not drilled for track bolts. This work should be done and the joints properly bolted. The condition of the track ties is fair to good. Some tie renewals have been made this season and the percentage of renewal appears to be suitable for good maintenance. In Schoharie yard there were several switch ties not full spiked. The track appliances comprise split switches, both rigid and automatic switch stands, and rigid and spring frogs. These all appeared to be in good condition, except that at Schoharie Junction the south switch does not fit closely at the point. The ballast consists of broken stone, stone screenings, and cinders. The depth of ballast apparently is small but is fairly satisfactory for the loads which pass over the track. The right of way is clean and well kept, and suitable fences are maintained. The road crossings are in good condition and are equipped with standard signs. The track work is handled by a gang of about 5 men during the working season.

There is one through truss steel bridge and one timber overhead bridge. The culverts consist of pipes and reinforced concrete boxes. The structures are in good condition.

There is one station on this line, located at Schoharie. The interior of this station has been remodeled, and a concrete station platform has been built. There is also a separate freight

house at Schoharie, and at two other points where trains receive and discharge passengers, small shelters are provided. At Schoharie Junction joint use is made of the Delaware and Hudson station. The stations appear to afford adequate facilities for the existing traffic. The traffic on this road is light, and one train crew handles all of the trains. The train service and facilities for handling both passengers and freight appear to be satisfactory. There are no grade crossings with other railroads.

A new milk platform has been built at Hollenbeck's. The station at Schoharie has been remodeled on the interior, and a new concrete station platform has been built. The recommendations of the preceding report have been carried out. As a result of my inspection, it is recommended that the rail joints in Schoharie Junction yard be properly bolted; that the south switch in the same yard be adjusted; that the defective rail south of Hollenbeck's be removed from the track; and that the switch ties in Schoharie yard be full spiked.

Respectfully,

J. E. STODER,  
Steam Railroad Inspector.

#### SKANEATELES RAILROAD.

Inspected October 5, 1914. Last previous inspection October 20, 1913.

To the Public Service Commission, Second District:

I have made an inspection of the Skaneateles railroad and submit the following report:

This railroad is a standard gauge single track line extending from a connection with the New York Central and Hudson River railroad at Skaneateles Junction to Skaneateles, a distance of 5 miles. The line lies in the valley of the creek which is the outlet of Skaneateles lake. It was built with very light grading, resulting in heavy grades and sharp curves. The roadbed generally has a fair cross-section and suitable track ditches are provided. The surface and alignment of the track are fair to good. The rail consists of 4.8 miles of 70-lb. open hearth steel and 0.2 mile of 56-lb. Bessemer steel. The 70-lb. rail has been laid in the last few years and is in good condition. The 56-lb. rail is in fair condition. The track ties are oak and yellow pine timbers. The renewals in the last year amounted to 2909, and the rate of renewal appears to be sufficient for proper maintenance. The ties have not been properly spaced under the joints of the new 70-lb. rail however, even where extensive surfacing has been done and tie renewals made. The rail joints need the fullest possible support from the ties to prevent low joints and longitudinal creeping, and the joint tie should be properly spaced as soon as practicable. The switches, frogs, and other track appliances are in good condition. The track is fairly well ballasted with gravel and cinders. The right of way is properly cleared, and suitable fences are maintained where they are required. The road crossings are in good condition and are equipped with signs. The regular track force consists of about 7 men, but 6 additional men were employed during a part of the season.

The bridges are all of moderate size and are in fair condition. There are 3 plate girder bridges, 8 timber trestles, and several culverts. The open deck timber culverts are being replaced gradually by slab tops of rails and concrete. It was stated that a considerable amount of permanent bridge work probably will be undertaken next season. Structural defects were found at the following bridges, using the numbers on the railroad company's maps which number the bridges from Skaneateles Junction southward: No. 5, drift should be cleared away; Nos. 6 and 7 have no inside guard-rails; No. 9 has a poor stringer and a very bad wall plate: this culvert is to be rebuilt; No. 10 has a poor stringer; No. 11 has some poor shims on the bents; No. 14 is not fully anchored; No. 15 has a poor bearing block at the south end: the south abutment is cracked but appears to be safe at present.

The only station on the line is at Skaneateles, and it is in good condition. Flag stops are made at several points but the passenger traffic is light, and the existing facilities appear to be satisfactory. There are a number of manufacturing plants along the line which furnish a good freight traffic. The installation of a heavier locomotive for switching and rearrangement of tracks have materially increased the freight facilities in the last two years. Train movements are controlled by the timetable and telephonic train orders.

Improvements made during the past year are as follows: new 70-lb. open hearth rail laid, 1.2 miles; 2 timber culverts replaced by slab tops of rails and concrete; additional yard room purchased, and a new coal storage plant erected; a new freight locomotive purchased. Improvements contemplated for the ensuing year include extensive bridge renewals and the remodeling of the station building at Skaneateles.

The recommendations of the preceding report were followed. It is recommended that the track ties be properly spaced under the rail joints as soon as practicable in connection with surfacing



and tie renewals; that the structural defects mentioned under the description of the bridges be remedied.

Respectfully,  
J. B. STODER,  
Steam Railroad Inspector.

#### SOUTH BUFFALO RAILWAY.

Inspected April 29, 1914. Last previous inspection May 20, 1913.

To the Public Service Commission, Second District:

I have made an inspection of the South Buffalo railway and submit the following report:

The South Buffalo railway extends in a southerly direction from a connection with the Buffalo Creek railroad near the Buffalo river to a connection with the Lehigh and Lake Erie railroad at West Seneca, a distance of 5.91 miles. It is single track, and there are 1.372 miles of sidings. There are also 3 branch lines extending to various industries. The name and length of track on each branch are Shenandoah branch, 1.010 miles; Seneca Iron and Steel branch, 0.245 mile; Howard branch, 0.809 mile. The railroad ascends and descends in making over- and undergrade crossings of most of the railroads and highways intersected. The general ground surface being flat and nearly level, the tracks are supported on an embankment of varying height, and the grades while not excessive are comparatively heavy. The maximum grade is 1.75 per cent, and the maximum curve is 14 degrees 26 minutes. The embankment is of ample cross-section properly to support the track. The alignment and surface of the track were good throughout.

The main track and sidings are laid with rail weighing 80-lbs. or more to the yard, and it is in good condition. The length of track laid with the different weights and kinds of rail is as follows: main line 100-lb. open hearth, 0.17 mile; 90-lb. open hearth, 0.49 mile; 80-lb. open hearth, 0.13 mile; 80-lb. Bessemer, 5.12 miles; ferro-titanium, a few sample rails; sidings, 80-lb. Bessemer, 1.37 miles. The tracks are laid with white oak and a few treated yellow pine ties. The ties were in good condition, and the renewals during the past year, amounting to 5949 ties or about 37 per cent, were sufficient for proper maintenance. Rigid frogs, split switches, automatic switch stands with switch lights, and tie-plates, all of modern design, are in use. The rails are joined with angle-bar splices of the 4- and 6-bolt type. The tracks are ballasted with 0.66 mile of crushed stone, and the balance is cinder ballast of generally good quality and sufficient in quantity. The right of way was clean, and the fences where required were well maintained. The sections have an average length of about 2 miles, and the force during the working season averages 7 men to the section. The generally good condition of the track shows that this force is sufficient. There are 8 bridges on this railroad, all of which are metal trusses or plate girders. They are generally in good condition. It was observed, however, that the inside metal guard-rail on the bridges was not full spiked. The single span through truss bridge over the Buffalo, Rochester and Pittsburgh railway needs new ties and guard stringers. It was stated that new ties were ordered for this bridge and that they would be promptly installed when received.

There is a frame waiting-shed near the crossing of the Hamburg Turnpike which is used by the employees of the various industries in that vicinity. A passenger service is operated in connection with the Delaware, Lackawanna and Western railroad to and from Buffalo. A brick freight station for local shipments and two frame terminal freight stations are maintained.

Two tracks of the South Buffalo railway are crossed by 3 sidings of the Buffalo, Rochester and Pittsburgh railway near the connection with the Buffalo Creek railroad. The most northerly of these crossings is protected by a semaphore signal operated by the trainmen. The other two crossings have tilting boards operated by the towerman in station C. One of the latter crossings is not now in service, and the frogs should be removed from the tracks. There are no grade crossings with electric railroads.

Physical connections with the railroads entering Buffalo from the south and east, and the location of the Lackawanna Steel Company and several other industries along its line, give this railroad a considerable carload freight business, consisting principally in the receipt and delivery of cars to and from the connecting railroads and the industries, and the interchange of cars between the various railroad connections. The character of this business is such as to make the bulk of the train operations in the nature of yard movements, and a considerable part of the railroad is within yard limits and operated under yard rules. Train movements are controlled by operating rules, timetables, and train orders. There are no block signals. The train dispatching is by telephonic train orders. The terminal and road facilities seem to be adequate to handle the business.

Since the last inspection 0.57 of a mile of new 80-lb. rail has been laid in track, and 5949 ties renewed; about 16 per cent of these ties were creosoted pine. It is expected to make the tie

renewals this year with a good percentage of treated ties. This is in line with modern practice and will eventually result in decreasing the cost of track maintenance. There are no extensive improvements contemplated for this season. It is recommended (1) that the inside metal guard-rail be full spiked on all bridges; (2) that the ties and guard stringers be renewed on the bridge over the Buffalo, Rochester and Pittsburgh railway.

Respectfully,  
W. G. HIMES,  
Inspector Division of Transportation.

#### STERLING MOUNTAIN RAILWAY.

Inspected May 7, 1914. Last previous inspection May 22, 1913.

To the Public Service Commission, Second District:

I have made an inspection of the Sterling Mountain railway and submit the following report:

This railroad connects with the Erie railroad at Sterlington and extends to Lakeville, a distance of 7.6 miles. The several sidings amount to about 1 mile.

The line ascends Sterling mountain and has a heavy grade over the larger part of the distance, the maximum grade being about 3¾ per cent. There are several sharp curves, the maximum of which is 9 degrees. The cuts and fills are in good condition, and suitable ditches are maintained. The surface and alignment of the track are fair. In a few places the track surface should be improved.

The rail consists of 60-lb. and 80-lb. steel, and its condition is fair to good. The ties generally are in good condition, and the renewals appear to be ample for maintaining the track. The track appliances comprise split switches, automatic switch stands, and rigid frogs. Rail braces are used freely on the curves. About 4½ miles of track have been ballasted with broken stone from the mine dumps, and it was stated that additional ballasting will be done this season. The right of way is fenced where required, and the few road crossings are in good condition. The track is maintained by one gang of about 10 men during the summer season. There are 7 timber stringer bridges of moderate span and 10 pipe culverts. The bridge structures are in good condition, except that Moorehead's bridge has a poor sill and a bent is not plumb. Two bridges, McKegg's and Springsteen, are to be eliminated by the diversion of a stream, part of the work being already done.

This railroad does not maintain any stations of its own, and as the passenger business is very small none appears to be needed. At Sterlington, joint use is made of the Erie station.

Nearly the whole business of this road consists of the transportation of iron ore from the mines at Lakeville. One train crew handles all of the trains which are required at present. There are no grade crossings with other railroads.

In the last year 4 culverts were rebuilt, and a considerable amount of stone ballast was applied on the track. This season it is intended to extend the stone ballasting and to eliminate 2 bridges as mentioned under the description of the bridge structures.

The recommendations of the preceding report apparently were carried out. The general condition of this road is satisfactory for the handling of its traffic. The program of repairs which was outlined to your inspector is sufficient properly to maintain the property, and the only recommendation required is that the work shall be carried through to completion.

Respectfully,  
J. B. STODER,  
Steam Railroad Inspector.

#### ULSTER AND DELAWARE RAILROAD.

Inspected June 25, 26, 1914. Last previous inspection June 26, 27, 1913.

To the Public Service Commission, Second District:

I have inspected the Ulster and Delaware railroad and submit the following report:

This railroad comprises the following lines, all of which are single track: main line, Kingston Point to Oneonta, 107.02 miles; Stony Clove and Kaaterskill branch, Phoenicia to Kaaterskill, 19.04 miles; Hunter branch, Kaaterskill Junction to Hunter, 2.60 miles. The railroad connections are with the West Shore railroad at Kingston, with the Delaware and Northern railroad at Arkville, and with The Delaware and Hudson Company's railroad at Oneonta. There also are dock facilities at Rondout for the transfer of coal to boats on the Hudson river.

This line extends through the Catskill mountains and has very heavy grades and sharp curvature. The cuts and fills generally have a good cross-section, and suitable ditches are maintained. On the re-located line near the Ashokan reservoir, some of the ditches are filled by small slides. The company has a power ditching machine, and it is intended to open these ditches



during the present season. The surface and alignment of the track quite generally are good.

There is 90-lb. rail on about 66 miles of the main line from Kingston westward, and the Stony Clove and Kaaterskill branch is laid with 90-lb. rail throughout. The remainder of the rail is 70-lb. and 62-lb. sections. Most of the rail is in good condition. Defective rails due to piping were found, however, at bridge No. 45, east of bridge No. 70, and two on the curve west of Davenport Center. Rails which appeared from the inspection engine to be defective were observed about 10 telegraph poles west of bridge No. 36, a short distance east of milepost 072, on the south side of the track about half way between milepost 036 and 035, and opposite a farmyard east of milepost 034. It is suggested that these rails be examined, and those which are found to be actually defective should be removed from the track. The track ties consist largely of yellow pine. The ties quite generally are in good condition, and the renewals evidently are ample for properly maintaining the track timber. The re-located part of the main line is well ballasted with crushed stone, amounting to 13.4 miles. All of the other ballast is gravel and cinders, of which fair quantities are used. The track appliances comprise split switches, rigid frogs, and automatic switch stands equipped with targets and lights. Tie-plates are used extensively on the curves. The right of way is clear and open and properly fenced. The highway crossings are in good condition and are equipped with standard crossing-signs. The track sections have an average length of about  $4\frac{3}{4}$  miles, with labor forces of 7 men per section in the Summer and 4 men per section in the Winter. This amount of labor is ample for track maintenance.

The bridges and culverts generally are in good condition. Most of the bridges are steel structures on masonry abutments; there also are some reinforced concrete arches and boxes, and a few timber trestles. In many of the stone abutments the body of the masonry seems fairly good, but the upper courses are too thin to make suitable bridge seats. Some of these bridge seats now are cracked, and occasional replacements will be necessary, putting in heavier blocks of stone or concrete. The following structural defects were found: Nos. 34, 59, and 97, the saprot should be trimmed off of the deck timbers; No. 44 has some poor ties; No. 51, the masonry needs pointing; No. 58 has a few poor ties; No. 66 has no inside guard-rail; No. 73, the east abutment needs pointing; No. 76 has poor stringers: a new steel bridge is to be put in; No. 99 has some poor deck timbers: the deck is to be renewed; No. 104, the bridge is blocked with timber about 4 feet above the west pier, and the latter is on a skew while the bridge is square with the track; when the blocking requires renewal the pier should be rebuilt or enlarged to fit the bridge; No. 107 has some poor ties and a loose block under the east end of the girders.

The stations are in good condition and are well kept, and they appear to be well suited to the needs of the traffic. Well appointed lawns are maintained at some of the more important resort stations. At Stamford, the floor is in poor condition at the waiting room door.

At Kingston, 2 tracks are crossed by 3 tracks of the West Shore railroad, protected by interlocking signals; all trains approach the crossing under control. In the city of Kingston the main track is crossed by the Kingston Consolidated railroad on The Strand, lower Hasbrouck avenue, upper Hasbrouck avenue, and Prince street; the crossing on The Strand is protected by a flagman when train movements are made over it, and at the other three crossings flagmen are on duty from 7 a. m. to 6 p. m., and there also are single derrails in the electric road; the two derrails at the crossings on Hasbrouck avenue are each located above the crossing on a descending grade, and the deraill at the Prince street crossing is so located that it affects eastbound cars.

There is a moderate freight traffic on this railroad consisting chiefly of coal handled from Oneonta to Kingston and Rondout. The passenger traffic is moderate during most of the year but is largely increased during the summer months. The passenger train service appears to be excellent. Train movements are controlled by the timetable schedules, telegraphic train orders, and the operating rules. Electric automatic block signals also are in use between Kingston and Phoenicia, a distance of 24.2 miles. These signals are the home and distant type, with 2-position, lower quadrant indications. The facilities, both at the terminals and on the road, appear to be sufficient for the traffic which is handled. During the past year the following improvements were made: rail renewals amounting to 1.89 miles of relayer rail, of 62-lb., 70-lb., and 90-lb. sections; tie renewals were about  $9\frac{1}{2}$  per cent; cinder ballast was applied on 3.38 miles of track; 2 bridges were filled; 2 bridges had extensive repairs made to the piers; 5 bridges were painted; 2 new overhead highway bridges were built, 1 of concrete and 1 of timber; 4 culverts were rebuilt; new stations were completed and put in service at Woodstock, Ashokan, Haines Falls, and Davenport Center; new woven wire fencing was built, amounting to 5.95 miles; 4771 tie-plates and 200 rail anchors were applied to the track; new automatic block signaling was installed on 12.4

miles of the re-located line near the Ashokan reservoir and the existing block signals were extensively rearranged and standardized, making an increase of 49 per cent in the number of automatic block signals in use; a new yard was built at Kingston, in the western part of the city, consisting of a passing track and 4 storage tracks; new sidings were built or existing sidings extended at Rondout, Siding No. 7, Cold Brook, Bloomville, and Tannersville; the total increase of sidetracks amounts to 3.90 miles; a jetty was built and riprap placed to protect the railroad embankment along a creek near Davenport Center; the freight house platform at Oneonta was extended two car lengths. The following improvements are contemplated for the ensuing year: the track through Ferry street, Rondout, to be rebuilt and laid with 141-lb. girder rail; 11 miles of new 90-lb. rail to be laid from milepost 69 westward, replacing 62-lb. rail; additional crushed stone ballast to be applied on the re-located line, amounting to about 6000 cu. yds; trestle bridge No. 76 to be replaced by a plate girder; sidetracks to be extended at Pine Hill and Edgewood to provide better facilities for industries. No recommendations were made in the preceding report. This railroad, in most respects, is being maintained in good condition for handling its traffic, and the general maintenance programme practically covers the necessary repairs. It is recommended that defective rails be removed from the track; that other defects of track and structures described in this report be remedied.

Respectfully,

J. B. STODER,  
Steam Railroad Inspector.

#### UNADILLA VALLEY RAILWAY.

Inspected May 25, 1914. Last previous inspection May 16, 1913.

To the Public Service Commission, Second District:

I have inspected the Unadilla Valley railway and submit the following report:

This is a standard gauge single track railway extending in a southerly direction from a connection with the Richfield Springs branch of the Delaware, Lackawanna and Western railroad at Bridgewater to a connection with the New Berlin branch of the New York, Ontario and Western railway at New Berlin, a distance of 19.14 miles. There are no branch lines. The total length of all sidings and yard tracks is about 2.5 miles. It is in the valley of the Unadilla river throughout its entire length, and the grading is comparatively light. The grades and curves are moderate. The maximum curve is 6 degrees. The cuts and embankments were generally of sufficient cross-section properly to support the track. The ditches were generally overgrown with grass and weeds, but at the time of the inspection there were no places observed where the track did not appear to be well drained. The alignment and surface of the track were from fair to good.

The track is laid with 4 miles of 70-lb. and 15.14 miles of 56-lb. Bessemer rail joined with angle-bar splices of the 4-bolt type. The rail was from fair to good condition, and the joints were full bolted and tight. The ties are principally yellow pine, chestnut, and white oak. The renewals since the previous inspection amounting to 5500 ties, or about 10 per cent, were long leaf yellow pine ties. It is expected to renew about 4500 to 5000 ties during this season. Ties were distributed, and the renewals were being made where most needed at the time of the inspection. Rigid frogs, automatic switch stands, and split rail type switches are used. They were in generally good condition, and no particular defects were noted. The ballast is gravel procured from local gravel banks. It is only fair in quality though generally sufficient in amount. The tracks are overgrown with grass and weeds, which shows that the gravel ballast contains a large amount of loam which supports this vegetation. The right of way is cleared and in good condition. The fences, road crossings, and signs are well maintained. The only defect noted was some bad planking in the road crossing between bridges Nos. 32 and 33. The track force consists of two sections each about 9.5 miles in length with a working force of 8 men. These sections are equipped with gasoline motor cars. The force is ample for proper maintenance if judiciously applied.

The bridge structures are all of steel supported on either concrete or stone masonry with the exception of bridge No. 35 which has the I-beams supported on pile bents. The bridges are generally in splendid condition. It was observed, however, that the inside guard-rails were not full spiked to the ties on bridges Nos. 7, 16, 18, 21, and 30. Where an inside guard-rail is used on bridges it should be full spiked to the ties.

There are 7 frame station buildings on concrete foundations. The platforms are concrete with the exception of one station which has cinders. These buildings are generally in good condition and appear to provide ample facilities for the passenger and freight service.



There are no grade crossings with other steam or electric railroads.

The traffic consists principally of outbound shipments to connecting lines of manufactured, dairy, and farm products, and miscellaneous inbound shipments. A local passenger service is performed, and a through service is established with the connecting lines. The territory through which this railroad is built being sparsely settled the service of 3 passenger trains in each direction seems to provide ample facilities. There are no automatic or other signals and no interlocking plants. The terminal, road, and passenger facilities seem to be ample for handling the business.

Since the previous inspection there have been rebuilt 3 24-inch castiron pipe culverts, and 5 20-inch Mumsville culverts; 5500 ties, or about 10 per cent, have been renewed; and about one mile of track has been re-ballasted. Ten acres of land have been bought at Bridgewater to be used eventually for the construction of a wye track and other terminal facilities. A two-story frame building and plot of ground have been purchased at New Berlin, and the building is being remodeled for a general office. A new enginehouse with 3 stalls and a machine shop of hollow tile stuccoed and an asbestos roof has been built. A new roof has been put on the New Berlin depot, and electric lights have been installed in the station at Leonardsville. It is proposed to equip the machine shop with a boiler and the necessary machinery to make light repairs, and furnish light and heat for the enginehouse, station, and office building; to widen some of the narrowest cuts; to rebuild and enlarge the freight house and station at West Edmeston which work has been started; to construct an elevated coaling station with a storage bin and an ash pit at New Berlin; and to rebuild the section houses at New Berlin and Bridgewater making them substantial and fireproof. The railroad is being maintained in a satisfactory manner. It is suggested that the extermination of the weeds and grass in the ballast would tend to lengthen the life of the cross-ties and make the track more stable. This can be done by burning or some other modern means at a comparatively low cost.

It is recommended that the guard-rails on bridges Nos. 7, 16, 18, 21, and 30 be full spiked to the ties.

Respectfully,  
W. G. HIMES,  
Inspector Division of Transportation.

#### UNITED STATES AND CANADA RAILROAD.

Inspected May 26, 1914. Last previous inspection June 11, 1913.

*To the Public Service Commission, Second District:*

I have made an inspection of that part of the United States and Canada railroad lying within the State of New York and submit the following report:

This railroad, which is a part of the Grand Trunk System, extends from the International boundary near Fort Covington to Massena Springs, a distance of 22.18 miles. At the latter point it connects with the New York Central and Hudson River railroad, and at Helena there is a connection with the New York and Ottawa railway.

The line is built through a fairly level country, and both grades and curvature are moderate. The cuts and fills generally have a good cross-section, and good track ditches are maintained. The surface and alignment of the track are fair to good and suitable for the class and amount of traffic which is handled.

The rail is very largely 65-lb. steel, and most of it is in fair condition. Defective rails apparently due to piping were found at the following places: a badly piped and split rail on Salmon River bridge; a split switch heel at Bombay: this will be renewed with 80-lb. material; a rail with split end between first two culverts east of milepost 82; 2 piped rails, 1 with an open crack, between milepost 83 and the first culvert east; a rail with mashed head west of first culvert west of milepost 83; two piped rails between milepost 84 and the first culvert east; a piped rail west of road crossing east of milepost 93. The presence of defective rails in the track, especially those which have developed open cracks, is a source of very real danger, and they should be promptly replaced by sound steel. The track ties consist largely of cedar, with yellow pine used in renewals on curves. The condition of the ties generally is from fair to good. The renewal of ties last year amounted to 11,169 or about 13 per cent, and the renewal authorized for the current year is 10,000 ties or about 12 per cent. When this proposed work is done the track timber should be in satisfactory condition throughout. Some poor ties were observed both east and west of milepost 89, and renewals should be made there as promptly as possible. The track appliances consist of split switches, rigid and spring frogs, and automatic switch stands equipped with targets and lights. Several switches have been renewed with 80-lb. material, and the same improvement is to be made at other turnouts. The line is well ballasted with gravel. The right of way is clean and open and inclosed with suitable fences. Road crossings are in good con-

dition and are equipped with the standard signs of this railroad. The track sections have an average length of 6 miles and a force of 4 men per section: this amount of labor is less than what is usually considered necessary for proper maintenance. The line has been ballasted recently however, and as the traffic is light it may be possible to secure fairly satisfactory results with these forces. It is suggested that on a line of this kind the use of section motor cars would be found both efficient and economical.

There are 6 plate girder bridges, 3 of which are modern structures. The other 3 steel girders are carried on timber bents and are not suitable for modern railway loads: they are to be rebuilt this season. A number of open culverts have been replaced by concrete pipes, and a large amount of this work is to be done this season. When the proposed programme of work is completed, the bridges and culverts should be in very good condition. A number of the bridge seats and stringers should be cleared of sand and gravel which apparently had lodged there when the ballasting was done.

There are 3 stations in the State of New York, all of which are in good condition. At Massena Springs joint use is made of the New York Central station.

At Helena, 1 track is crossed by 1 track of the New York and Ottawa railway, protected by mechanical interlocking.

Train movements are controlled by timetable schedules, telegraphic train orders, and operating rules. There is only a light traffic on this road, and the facilities appear to be ample for all the business which is presented.

During the past year the following improvements were made: about 1500 feet of 80-lb. rail was laid replacing 65-lb. rail; 2 switches were relaid with 80-lb. material; the line was re-ballasted throughout with gravel; 12 culverts were rebuilt, 6 with concrete pipes and 6 with timber. Improvements proposed for the current year are as follows: 2 switches to be relaid with 80-lb. material; 17 timber culverts to be replaced with concrete pipes, and 1 cattle-pass to be closed; 3 steel bridges to be rebuilt; coal chutes to be built at Fort Covington and a freight shed at Helena; passing track at Fort Covington to be extended.

The general condition of this road shows a commendable improvement. The recommendations of the preceding report were or are being carried out. It is recommended that defective rails be removed from the track; that the programme of bridge and culvert renewals be carried out as outlined at the time of the inspection; and that the other defects mentioned in the body of the report be remedied.

Respectfully,  
J. B. STODDER,  
Steam Railroad Inspector.

#### WESTERN NEW YORK AND PENNSYLVANIA RAILWAY.

Inspected July 16 to 18, 1914. Last previous inspection August 7 to 9, 1913.

*To the Public Service Commission, Second District:*

I have inspected those lines of the Western New York and Pennsylvania railway (operated by the Pennsylvania railroad) which lie within the State of New York and submit the following report:

These lines comprise parts of two divisions as follows: Buffalo division: main line, Buffalo to state line near Portville, 76.38 miles; Union Terminal railroad (Buffalo), 2.32 miles; West Seneca branch, 7.67 miles; Rochester branch, 98.37 miles; Terminal branch (Rochester), 2.38 miles; Scottsville branch, 2.90 miles; Swains branch, Nunda Junction to Nunda, 2.36 miles; Chautauqua branch, Buffalo to state line near Clymer, 85.84 miles; Allegheny division: Salamanca branch, A Y Block station (near Olean) to state line near Onoville, 35.42 miles: total in State of New York, 313.64 miles.

These lines are all single track excepting 27.27 miles of double track on the main line and 1.67 miles of double track on the Union Terminal railroad. Freight service only is operated on the West Seneca, Terminal (in Rochester), and Scottsville branches.

The main line and Chautauqua branch extend through the rolling and rough country in the southwestern part of the State. The curvature is moderate, but the grades are fairly heavy. On the Chautauqua branch extensive grade reduction work now is in progress. The Rochester line lies in the valley of the Genesee river along the line of the old Genesee canal. The track was laid directly on the tow path for a large part of the distance, involving many sharp curves and some fairly heavy grades. The Salamanca branch lies in the valley of the Allegheny river. It has numerous curves of moderate deflection, and the grades are light. The cuts and fills generally have a cross-section which is fair to good. At some of the bridge ends the fills should be built up to provide full support for the track ties. Suitable ditches are maintained for surface drainage. The surface and alignment of the track are fair on the main line and on the Chautauqua and Salamanca branches. On the Rochester line a great deal of the



track surface is poor and unsuitable for the class and amount of traffic which is borne. This line is well covered with signs which indicate the allowable speed on the sharper curves. These speed restrictions are suitable for smooth track, but on both curves and tangents there are many rough spots which cause severe swings of a train running at the usual speed. Rough track was observed at the following places: main line, south of Springbrook and between Protection and Chaffee; Salamanca branch, south of Shongo; Rochester branch, north of milepost 18, between bridges Nos. 404 and 405, between mileposts 47 and 48, south of milepost 50, between West Nunda and Oakland, south of Rosburg, between mileposts 66 and 67, between bridges Nos. 426½ and 427, south of Black Creek, south of milepost 89, and between mileposts 92 and 94.

The rail on the several lines comprises various weights from 67-lbs. to 100-lbs. per yard. The general condition of the rail is only fair, there being a large amount of badly worn and battered rail. Heavy rail with battered ends is very noticeable on the main line. This condition may be due in part to a poor quality of steel, but it seems probable that at least a part of the damage has resulted from insufficient attention given to surfacing. There is a considerable amount of badly curve-worn rail on the Rochester and Salamanca branches. On the latter branch, at bridge No. 143 and at Wolf Run, the wear of the rail apparently has fully reached the limit of safety. Piped rails were observed near Arcade, near Tuscarora, and at Nunda, and a rail with a halfmoon break in the flange was found on the Salamanca branch just north of bridge No. 141. In the piped rail near Tuscarora, the defect extended over a length of at least 4 feet, and the failure of the rail was so far advanced that its condition was dangerous: arrangements were made to remove it from the track at once. It also was observed that a considerable amount of heavily curve-worn rail has been reversed and again laid in the main track. The track ties consist of white oak, yellow pine, and treated timbers. The general condition of the ties is fair to good, but the renewals are not as far advanced as they should be at this season. It is suggested that the delivery of ties should be hastened in order that the renewals may be completed during the summer months. The track appliances include split switches, rigid and spring frogs, and rigid and automatic switch stands equipped with targets and lights. Derails are used where that form of protection seems desirable, many of them being operated by the switch behind which they are located. Tie-plates are used extensively, and some rail anchors also are used. All of these appliances appeared to be in good condition. The ballast consists of crushed stone, gravel, slag, and cinders. The quality of ballast is good and generally it is installed in sufficient quantity. Some re-ballasting was in progress at the time of the inspection. The right of way is well cleared and suitable fences are maintained. Drawbars lying near the track were noticed, however, on the main line near S W block station; on the Rochester branch near the water tank south of bridge No. 428; and on the Chautauqua branch north of Clymer and north of B W block station. The road crossings are in good condition and are equipped with suitable signs. On the Salamanca branch a number of the whistle-signs need painting. The track sections have an average length of about 5 miles, and the section forces amount to about 1 man per mile of main track on the more important lines. This amount of labor for the working season appears rather low for tracks bearing a fairly heavy traffic and presumably is supplemented by extra forces on ballasting and other heavy work.

The bridges and culverts generally are in good condition. There are a few timber structures, and these together with certain light steel bridges are being replaced as rapidly as practicable with heavier structures of steel or concrete. A few of the steel bridges are being reinforced to make them suitable for heavier loads. The following structural defects were found: main line: No. 309 has small blocks under the girders; cattle-pass near milepost 20, the fill is narrow at the bridge ends; No. 359, the masonry needs pointing; No. 364, the abutments are cracked; the structure apparently is safe at present, but the masonry should be reinforced to prevent future deterioration. Rochester branch: No. 414 has a few poor ties; No. 424 is a large deck truss bridge across the Genesee river; the structure has a concrete slab deck and is equipped with a hand-rail on each side, the tops of the trusses serving as sidewalks, and covers should be placed over the expansion spaces between the trusses to protect employees from injury; No. 429, part of the masonry needs pointing; No. 443, a timber trestle, has a few poor posts. Chautauqua branch: No. 550 has a badly cracked bridge seat which is reinforced by an iron clamp; the structure is to be replaced by a concrete arch; No. 541 has some poor guard timbers; No. 522, a heavy truss bridge, had very slack diagonal bracing in two spans, and it seems evident that this condition had existed for several weeks: adjustments should be made promptly. Salamanca branch: No. 148 has some poor deck timber, and the west abutment is cracked; No. 145, the masonry needs pointing; Nos. 144, 142, and 133, the masonry is cracked and becoming loose, and at No. 142 the

southwest bridge seat is in bad condition: repairs should be made at an early date; No. 141, the masonry needs pointing: some loose rivets had been marked by the bridge inspector for tightening; No. 135, the abutments apparently have settled, and the girders are tight between the back walls.

The station buildings are in good condition, and they appear to furnish suitable accommodations for the traveling public. At Buffalo, the passenger trains use the Exchange Street station of the New York Central Lines.

At Buffalo, Emslie street, 2 tracks are crossed by 4 tracks of the New York Central and Hudson River railroad and 2 tracks of the Lake Shore and Michigan Southern railway, protected by an interlocking plant. At East Buffalo, 2 tracks are crossed by 2 tracks of the Buffalo Creek railroad and by 4 tracks of the Erie railroad, protected by sliding target signals. At East Buffalo, 3 tracks are crossed by 2 tracks of the Delaware, Lackawanna and Western railroad, protected by an interlocking plant. At Gardenville Junction, 2 tracks are crossed by 2 tracks of the Terminal Railway of Buffalo, protected by an interlocking plant. At Machias, 2 tracks are crossed by 1 track of the Buffalo, Rochester and Pittsburgh railway, protected by a tilting board signal. At Olean, 2 tracks are crossed by 2 tracks of the Erie railroad, protected by an interlocking plant. At White House, 1 track is crossed by 1 track of the Pittsburg, Shawmut and Northern railroad, protected by an interlocking plant. At Rochester, 1 track of the Terminal branch is crossed by 3 tracks of the Buffalo, Rochester and Pittsburgh railway, protected by a tilting board signal. At Genesee Junction, 1 track is crossed by 2 tracks of the West Shore railroad (New York Central Lines), protected by gates swinging across the tracks. At Mount Morris, 1 track is crossed by 2 tracks of the Delaware, Lackawanna and Western railroad, protected by an interlocking plant. At East Buffalo, 1 track of the Chautauqua branch is crossed by 4 tracks of the Erie railroad, protected by sliding target signals. At East Buffalo, 1 track of the Chautauqua branch is crossed by 1 track of the Erie railroad, protected by a tilting board signal. At Buffalo, Smith street, 2 tracks are crossed by 2 tracks of the Delaware, Lackawanna and Western railroad, protected by electric semaphore signals: the work of eliminating this crossing by raising the Delaware, Lackawanna and Western tracks is now in progress. At South Buffalo, 1 track is crossed by 2 tracks of the Buffalo Creek railroad, protected by a tilting board signal. At Blasdell, 1 track is crossed by 1 track of the Erie railroad, protected by a tilting board signal. At Dunkirk, 1 track is crossed by 1 track of the Erie railroad, protected by a tilting board signal; 1 track is crossed by 1 track of the Dunkirk, Allegheny Valley and Pittsburgh railroad, protected by a tilting board signal. At Mayville, 1 track is crossed by 1 track of the Jamestown, Westfield and Northwestern railroad, protected by an interlocking plant. At Riverside Junction, 1 track is crossed by 2 tracks of the Buffalo, Rochester and Pittsburgh railway and by 1 track of the Erie railroad, the latter two roads being parallel; a tilting board signal governs movements on both crossings. At Winchester and at Ebenezer, 2 tracks are crossed by 1 track of the Buffalo Southern railway, derails provided in the electric road at both crossings. At Olean, 4 tracks are crossed by 1 track of the Western New York and Pennsylvania Traction Company, protected by crossing gates; and 1 track is crossed by 1 track of the same railway, protected by derails in the electric line. At White House, 1 track is crossed by 1 track of the Western New York and Pennsylvania Traction Company, protected by derails in the electric line. At Rochester, 1 track is crossed by 2 tracks of the New York State Railways, protected by a flagman and by derails in the electric line. At Dunkirk, 1 track is crossed by 1 track of the Buffalo and Lake Erie Traction Company, protected by crossing gates. At Allegheny, 2 tracks are crossed by 1 track of the Western New York and Pennsylvania Traction Company, protected by a flagman and by derails in the electric line.

There is a fairly heavy traffic on the main line, the freight consisting largely of northbound coal. The traffic on the Rochester and Chautauqua branches is moderate. On the latter line extensive grade reduction work is in progress, and when that is completed a large amount of the coal which now moves via the Salamanca branch and the main line will reach Buffalo via the Chautauqua branch with a saving in distance of 40 to 50 miles. The maximum grades will be 0.5 per cent northbound and 0.7 per cent southbound, excepting a pusher grade of about 8 miles from Brocton to Prospect. A telephonic block signal system is in use on the main line and a telegraphic block signal system on the Rochester, Chautauqua, and Salamanca branches. The block is made permissive for freight trains following freight trains, but absolute for all other movements. The telephone system includes telephone instruments at passing sidings, by which the crew of the train taking the siding reports clear of the main track and receives permission to again occupy the main track.

The following are the more notable improvements which have been made during the past year: the main track has been increased 0.98 mile, and sidetracks have been increased 14.59

miles; new rail was laid amounting to 11.4 miles of 100-lb. rail and 3.0 miles of 85-lb. rail; relayer rail was laid amounting to 2.8 miles of 100-lb. rail, 19.4 miles of 85-lb. rail, and 1.2 miles of 80-lb. rail; gravel ballast was applied on 41 miles of track, and cinder ballast was applied on 14.7 miles of track; 8 bridges have been rebuilt, and 5 bridges have been strengthened; driveways have been opened and improved at Buffalo, providing increased facilities for handling freight; various improvements were made at the Buffalo engine terminal; additional track room was provided at the Olean engine terminal; the driveway at the Rochester freight house was paved with brick; a frame boiler washhouse was built at the Rochester engine terminal; the bascule drawbridge at Buffalo Creek was placed in service. Extensive improvements are in progress on the Chautauqua branch: the grades and curvatures are being reduced; new passing sidings are being built and old sidings are being extended; and various freight handling facilities are being installed; four and one-half miles of fence have been built, and 532 feet of a

long timber trestle have been filled on the Salamanca branch. The more important improvements contemplated for the ensuing year include further improvements at the Buffalo freight station; new yard facilities in the vicinity of Gardenville Junction; improved facilities at the Rochester freight station; strengthening two large steel trestles for heavier power; and the completion of the grade reduction work on the Chautauqua branch.

The recommendations of the preceding report were followed in most respects, but not all of the work was completed. The poor track surface on the Rochester branch which was mentioned in that report does not show improvement at this time. It is recommended that defective and badly worn rails be removed from the track; that the surface and alignment of the track on the Rochester branch be improved; that other defects of track and structures described in this report be remedied.

Respectfully,

J. B. STODER,  
*Steam Railroad Inspector.*





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STATE OF NEW YORK

EIGHTH ANNUAL REPORT

OF THE

PUBLIC SERVICE COMMISSION

SECOND DISTRICT

FOR THE YEAR ENDED DECEMBER 31, 1914

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ABSTRACTS OF REPORTS OF CORPORATIONS

ELECTRICAL, GAS  
TELEGRAPH, TELEPHONE  
STEAM

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COMMISSIONERS

SEYMOUR VAN SANTVOORD, Chairman<sup>1</sup>  
MARTIN S. DECKER<sup>2</sup>  
DEVOE P. HODSON  
WILLIAM TEMPLE EMMET<sup>3</sup>  
FRANK IRVINE<sup>4</sup>

---

JAMES E. SAGUE  
CURTIS N. DOUGLAS

<sup>1</sup> Appointed February 27, 1914, vice Stevens, resigned; and designated Chairman by the Governor March 11, 1914.

<sup>2</sup> Resigned as Chairman March 11, 1914.

<sup>3</sup> Appointed April 2, 1914, vice Sague, term expired.

<sup>4</sup> Appointed April 1, 1914, vice Douglas, term expired.

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ELECTRICAL CORPORATIONS AND GAS CORPORATIONS

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STATEMENT GIVING THE ORGANIZATION OF CORPORATIONS SUPPLYING LIGHT, HEAT, AND POWER WITHIN THE  
SECOND PUBLIC SERVICE DISTRICT, STATE OF NEW YORK, DECEMBER 31, 1914.

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# ELECTRICAL CORPORATIONS AND GAS CORPORATIONS

## HISTORICAL AND EXPLANATORY STATEMENT

### PART I: OPERATING AND LESSOR CORPORATIONS

The following statement gives for operating and lessor electrical corporations and gas corporations under the Commission's jurisdiction the history of their organization and certain other information which can not be conveniently shown in tabulated form. For the most part the facts given are based on annual reports and correspondence relating thereto. The dates of organization, consolidation, merger, etc., have, however, so far as possible been verified by reference to the records of the Secretary of State.

In a number of cases where reports have not been received or have been so incomplete or inconsistent as to render of no value the inclusion in the tables of any statistics taken from them, the name of the corporation (in a few instances of the unincorporated plant) has been omitted from the tables, and is included only in this statement with a brief abstract of such information as is available. Lessor companies are listed under the name of the operating corporation. By "lessor company" is meant any company whose property is operated by another under lease or contract, or by the mere fact of stock control. The statement includes all operating and lessor electrical corporations or gas corporations, but does not include operating unincorporated electrical or gas companies except where the returns contained in their annual reports have not been tabulated.

#### **Adams Electric Light Company**

*Organization:* Incorporated May 28, 1912, under the Transportation Corporations Law. August 1, 1912, it acquired the property and franchises of The Adams Electric Light Company (Limited), incorporated May 2, 1889 (term twenty years), under "An act to provide for the organization and regulation of certain business corporations," L. 1875, ch. 611.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Adams (not operated during 1914).

*Principal officers:* President and Treasurer, M. B. Steele; Vice-president and Secretary, J. F. Steele.

*Main business office:* Adams.

#### **The Addison Electric Light and Power Company**

*Organization:* Incorporated April 5, 1902, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Addison.

*Principal officers:* President, C. A. Champlin; Vice-president, W. P. Shanley; Secretary, L. S. Zimmer; Treasurer, J. S. Hubbs.

*Main business office:* Addison.

#### **Addison Gas and Power Company**

*Organization:* Incorporated September 21, 1903, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of natural gas.

*Principal officers:* President, E. C. Fish; Vice-president, Harry S. Cassada; Secretary and Treasurer, Miles T. Cassada.

*Main business office:* Addison.

#### **Adirondack Electric Power Corporation**

*Organization:* Incorporated December 27, 1911, as a reorganization of Hudson River Water Power Company, incorporated November 11, 1899, under the Transportation Corporations Law (term fifty years); The Hudson River Power Transmission Company, incorporated July 16, 1897, under the Transportation Corporations Law (term fifty years); Hudson River Electric Company, incorporated April 23, 1901, under the Transportation Corporations Law (term fifty years); Hudson River Electric

Power Company, incorporated December 28, 1903, under the Transportation Corporations Law (term fifty years); The Saratoga Gas, Electric Light and Power Company, incorporated January 27, 1897, under the Transportation Corporations Law (term fifty years); and Madison County Gas and Electric Company, incorporated November 19, 1901, under the Transportation Corporations Law (term fifty years). December 27, 1911, it acquired by conveyance from the purchaser at a sale pursuant to foreclosure by advertisement the property of Empire State Power Company, incorporated August 9, 1899, under the Transportation Corporations Law (term fifty years). In December, 1911, it acquired control of the property and franchises of The Ballston Spa Light and Power Company, incorporated May 28, 1897, under the Transportation Corporations Law.

*Term of corporate existence:* See constituent companies.

*Location of generating plants:* Electric: Spier Falls, Mechanicville, Schoharie, Utica, Oneida; Coal gas: Oneida; Water gas: Saratoga Springs.

*Principal officers:* President, James R. Hooper; Vice-president, Charles E. Willock; Secretary, Francis M. Edwards; Treasurer, Henry B. Sawyer.

*Main business office:* 7½ Ridge street, Glens Falls.

#### **The Afton Gas Light Company**

The latest information in the possession of the Commission indicates that this company sold gasoline gas to a few users in the village of Afton during 1914, but that such service was discontinued prior to the close of the year and that the company is now practically defunct.

#### **Afton-Windsor Light, Heat and Power Company, Inc.**

*Organization:* Incorporated April 5, 1913, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Center Village.

*Principal officers:* President, C. F. Wright; Vice-president, W. E. Bennett; Secretary, Frank J. Mangan; Treasurer, F. Miller Wright.

*Main business office:* Postoffice Building, Susquehanna, Penna.

#### **The Akron Natural Gas Company**

*Organization:* Incorporated April 1, 1903, under the Business Corporations Law (principal place of business

changed from Akron to Binghamton by certificate filed February 25, 1905). June 27, 1903, Akron Natural Gas Company, incorporated July 6, 1901, under the Transportation Corporations Law (term fifty years), and The Clarence Mutual Natural Gas Company, incorporated September 4, 1894 (act not specified, filed with transportation corporations), term fifty years, were merged into The Akron Natural Gas Company.

*Term of corporate existence:* One hundred years.

*Location of natural gas wells:* Towns of Newstead, Alden, Marilla, Clarence, Lancaster, and Elma in Erie county; and town of Pembroke, Genesee county.

*Principal officers:* President, I. D. Eckerson; Vice-president, R. H. Rose; Secretary, J. B. Hun; Treasurer, T. B. Crary.

*Main business office:* Phelps Building, Binghamton.

#### **Albany Southern Railroad Company**

*Organization:* See Electric Railroad Corporations.

*Term of corporate existence:* One thousand years (Albany and Hudson Railway and Power Company).

*Location of generating plants:* Electric: Stuyvesant Falls; Coal gas and water gas: Hudson, Rensselaer.

*Principal officers:* President, William Loeb, jr.; Vice-president, Richard Sutro; Secretary and Treasurer, Irvin W. Day.

*Main business office:* Rensselaer.

#### **The Alden-Batavia Natural Gas Company**

*Organization:* Incorporated October 11, 1901, under the Business Corporations Law. February 23, 1909, it merged Corfu Gas Company, incorporated July 2, 1896, under the Business Corporations Law (term fifty years). October 7, 1909, it merged Alden Natural Gas and Fuel Company, incorporated June 15, 1893, under the Business Corporations Law; certificate of extension (territory) filed November 26, 1901 (term fifty years).

*Term of corporate existence:* Fifty years.

*Location of natural gas wells:* Towns of Darien, Pavilion, Bethany, and Pembroke, Genesee county; towns of Lancaster and Alden, Erie county; towns of Covington, Middlebury, and Attica, Wyoming county; town of York, Livingston county.

*Principal officers:* President, T. B. Crary; Vice-president, Robert H. Rose; Secretary, J. B. Hun; Treasurer, M. R. Christian.

*Main business office:* Phelps Building, Binghamton.

#### **The Altamont Illuminating Company**

*Organization:* Incorporated October 29, 1902, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Acetylene gas: Altamont.

*Principal officers:* President, Frederic Crounse; Secretary, Edward C. Sturges; Treasurer, Dayton H. Whipple.

*Main business office:* Altamont.

#### **Amenia Acetylene Gas Company**

No report of the operations of this company has been rendered to the Public Service Commission, Second District, since 1912.

#### **Antwerp Light and Power Company**

*Organization:* Incorporated January 20, 1910, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Antwerp.

*Principal officers:* President, J. A. Baumert; Vice-president, Peter Campbell; Treasurer, H. M. Baumert.

*Main business office:* Antwerp.

#### **Atlantic Light and Power Company**

*Organization:* Incorporated May 12, 1905, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years from May 12, 1905.

*Location of generating plant:* Electric: Coeymans.

*Principal officers:* President, John N. Briggs; Vice-presidents, Arthur Hartt, William H. Baldwin; Secretary, Stephen W. Mosher; Treasurer, Thomas T. Briggs.

*Main business office:* Coeymans.

#### **The Attica Natural Gas Company**

*Organization:* Incorporated April 30, 1898, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of natural gas well:* Attica, Wyoming county.

*Principal officers:* President, Thomas B. Crary; Vice-president, Frank M. Lowry; Secretary and Treasurer, M. R. Christian.

*Main business office:* Phelps Block, Binghamton.

#### **The Attica Water, Gas and Electric Company**

*Organization:* Incorporated February 26, 1901, under the laws of West Virginia. Certificate authorizing the transaction of business in the State of New York filed March 26, 1901. Succeeded to the franchises, etc., of Maplewood Electric Light and Power Company, incorporated October 6, 1897, under the Transportation Corporations Law (term fifty years); and The Attica Water Company, incorporated October 7, 1879, under the act for the formation of water works companies (L. 1873, ch. 737).

*Term of corporate existence:* Until February 14, 1951.

*Location of generating plant:* Electric: Attica; Natural gas wells: town of Attica, Wyoming county.

*Principal officers:* President, Thomas A. Sullivan; Secretary and Treasurer, Edward McM. Mills.

*Main business office:* Attica.

#### **Ausable Valley Light, Heat and Power Company**

*Organization:* Incorporated June 13, 1904, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Remarks:* The electric plant of this corporation is said to have been installed in connection with a sawmill which had water power already developed, and is used for lighting the village of Keene Center. No part of the capital stock has been issued. The report for the year ended December 31, 1914, shows no balance sheet, but in previous reports the cost of plant and equipment has been stated at \$2000. Receipts during the year are reported at \$800, and disbursements at the same amount. It is stated that the company supplies about twenty customers.

*Principal officers:* President, Wallace Murray; Vice-president, C. F. Carpenter; Secretary, A. K. Botsford; Treasurer, E. W. Parker.

*Main business office:* Keene.

#### **Avon Electric Company**

*Organization:* Incorporated April 21, 1896, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Avon.

*Principal officers:* President, William W. Dake; Secretary, Donald M. Lewis.

*Main business office:* Avon.

#### **Babylon Electric Light Company**

*Organization:* Incorporated August 28, 1886, under the act for the formation of gas light companies.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Babylon.

*Principal officers:* President, John C. Robbins; Secretary, James B. Robbins; Treasurer, Benjamin B. Wood.

*Main business office:* Babylon.



**Baldwinsville Light and Heat Company of Baldwinsville, N. Y.**

*Organization:* Incorporated August 21, 1902, under the Transportation Corporations Law. Purchased in August, 1902, franchises and property of Baldwinsville Heat and Light Company, incorporated August 26, 1896, under the Transportation Corporations Law (term fifty years from August 1, 1896).

*Term of corporate existence:* Fifty years from August 9, 1902.

*Location of natural gas wells:* Towns of Lysander and Van Buren.

*Principal officers:* President, W. F. Morris; Vice-presidents, Jacob Amos, Windsor Morris; Secretary and Treasurer, J. T. Wilkins.

*Main business office:* Baldwinsville.

**Bath Electric and Gas Light Company**

*Control by other corporation:* Majority of capital stock owned by C. Clothier Jones and Company.

*Organization:* Incorporated July 27, 1900, as a consolidation of Bath Gas Company, incorporated July 26, 1883, under the act for the formation of gas light companies (L. 1848, ch. 37), term fifty years, and Bath Electric Illuminating and Power Company, incorporated July 14, 1892, under the Transportation Corporations Law (term forty-five years from July 14, 1892).

*Term of corporate existence:* Fifty years.

*Location of generating plants:* Electric: Bath; Coal gas and water gas: Bath.

*Principal officers:* President, C. C. Jones; Secretary and Treasurer, S. W. Appleton.

*Main business office:* Bath.

**Belleville (Harlow E. Ralph)**

Unincorporated electric plant. Plant installed during 1914 and operated in connection with grist mill.

**Bemus Point Electric Light and Power Company (George H. Rappole)**

The latest information in the possession of the Commission indicates that George H. Rappole has sold his business at Bemus Point to Western New York Electric Company. No report has been received since 1913.

**The Berlin Electric Light, Heat and Power Company**

*Organization:* Incorporated May 8, 1908, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Berlin.

*Principal officers:* President, W. J. Cowee; Vice-president, Fannie T. Cowee; Secretary and Treasurer, C. H. Cowee.

*Main business office:* Berlin.

**Binghamton Gas Works**

*Control by other corporation:* Majority of capital stock owned by American Light and Traction Company.

*Organization:* Incorporated May 7, 1898, under the Transportation Corporations Law. May 16, 1898, Binghamton Gas and Electric Company (term fifty years), incorporated December 28, 1887, as a consolidation of The Binghamton Gas Light Company (term fifty years), incorporated July 25, 1853, under the act authorizing the formation of gas light companies (L. 1848, ch. 37); and The Brush-Swan Electric Light and Power Company of Binghamton, N. Y., incorporated February 4, 1884, as The People's Electric Light Company of Binghamton, New York, under the General Manufacturing Law (term fifty years from February 5, 1884), and new name as above assumed by order of the Supreme Court December 3, 1884, were merged into Binghamton Gas Works.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Coal gas and water gas: 283-291 Court street, Binghamton.

*Principal officers:* President, Alanson P. Lathrop; Vice-president, James W. Manier; Secretary, C. W. Bennett; Treasurer, Robert W. Manier.

*Main business office:* 40 Chenango street, Binghamton.

**Binghamton Light, Heat and Power Company**

*Organization:* Incorporated January 10, 1902, under the Transportation Corporations Law. It purchased all the rights and franchises of Binghamton General Electric Company, incorporated July 11, 1892, as a consolidation (term fifty years) of Thomson-Houston Light, Heat and Power Company, incorporated February 23, 1889, under the act for the formation of gas light companies (L. 1848, ch. 37), filed as manufacturing corporation, term fifty years; and The Binghamton Electric Company, incorporated May 27, 1890, under the General Manufacturing Law (L. 1848, ch. 40), term fifty years from May 27, 1890.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: 293 Court street, Binghamton.

*Principal officers:* President, Carl M. Pihl; Vice-president, S. H. Dailey; Secretary, A. B. Cheadle; Treasurer, N. P. Zech.

*Main business office:* 172 Washington street, Binghamton.

**Binghamton Railway Company**

*Control by other corporation:* Majority of capital stock owned by Scranton and Binghamton Railroad Company.

*Organization:* See Electric Railroad Corporations.

*Term of corporate existence:* Five hundred years (Binghamton, Lestershire and Union Railroad Company).

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, G. T. Rogers; Vice-president, George E. Green; Assistant Secretary, W. H. Hecox; Treasurer, E. M. White.

*Main business office:* 375 State street, Binghamton.

**Bolton Light and Power Company**

*Organization:* Incorporated May 28, 1910, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy. Operation of electric generating plant at Bolton Landing discontinued and plant partly dismantled during 1914.

*Principal officers:* President, Fred R. Smith; Vice-president and Secretary, H. E. Barber; Treasurer, H. C. Knoblauch.

*Main business office:* Bolton Landing.

**Boquet Electric Power Company**

*Organization:* Incorporated May 25, 1905, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Willsboro.

*Principal officers:* President, E. L. Mason; Vice-president, J. B. Burnham; Secretary and Treasurer, S. M. Mason.

*Main business office:* Essex.

**Boro Oil and Gas Company**

*Organization:* Incorporated June 8, 1899, under the Business Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of natural gas wells:* Town of Collins.

*Principal officers:* President, Secretary, and Treasurer, Michael McIntyre.

*Main business office:* Gowanda.

**Brasher Falls (Milling and Lighting Company)**

Unincorporated electric plant. The Milling and Lighting Company is a copartnership organized about July 1, 1914, and conducts a grist mill, feed store, coal business, and pumping station in connection with its electric lighting operations.

**Broadalbin Electric Light and Power Company**

*Organization:* Incorporated September 20, 1905, under the Transportation Corporations Law. Succeeded to the franchises and property of Northville Electric Light and Power Company (William Harris, owner).

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, William Pierson Judson; Secretary and Treasurer, Henry C. Finch.

*Main business office:* Broadalbin.

**The Brockport Gas Light Company**

*Organization:* Incorporated January 17, 1859, under the act for the formation of gas light companies (L. 1848, ch. 37).

*Term of corporate existence:* Fifty years from January 15, 1859; extended fifty years from expiration of period by certificate dated January 11, 1904, filed January 15, 1904.

*Location of generating plant:* Coal gas: Brockport.

*Principal officers:* President, John F. Bush; Secretary, Edward J. Hancy; Treasurer, William MacBain.

*Main business office:* 3 State street, Brockport.

**Brocton Gas and Fuel Company**

*Control by other corporation:* Entire capital stock owned by Frost Gas Company.

*Organization:* Incorporated May 20, 1904, under the Business Corporations Law.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of natural gas.

*Principal officers:* President, W. H. Frost; Vice-President, T. J. Cummings; Secretary, H. W. Frost; Treasurer, C. J. Berg.

*Main business office:* 53 West Main street, Fredonia.

**Buffalo and Niagara Falls Electric Light and Power Company**

*Control by other corporation:* Majority of capital stock owned by Buffalo General Electric Company.

*Organization:* Incorporated February 26, 1892, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plants:* Electric: Fourteenth street and New York Central and Hudson River railroad, and Canal Basin and Walnut avenue, Niagara Falls. All current purchased, none generated, in 1914.

*Principal officers:* President, George Urban, jr.; Vice-president, William C. Warren; Secretary, W. Wallace Denner; Treasurer, Charles R. Huntley.

*Main business office:* 107-109-111 Main street, Niagara Falls.

**Buffalo Gas Company**

*Organization:* Incorporated October 11, 1899, as a consolidation of Buffalo City Gas Company, incorporated November 23, 1897, under the Transportation Corporations Law (term fifty years), and Buffalo Gas Light Company, incorporated February 29, 1848, under the act authorizing the formation of gas light companies (L. 1848, ch. 37), term fifty years, and extended fifty years by certificate dated March 28, 1895, filed May 21, 1895. November 2, 1899, The Buffalo Mutual Gas Light Company, incorporated December 3, 1870, under the act for the

formation of gas light companies (term fifty years), was merged into Buffalo Gas Company. November 27, 1897, The Citizens Gas Company, incorporated December 26, 1873, under the act for the formation of gas light companies (term forty-five years), was merged with Buffalo City Gas Company. By deed dated March 25, 1874, The Citizens Gas Company acquired the property sold under foreclosure of Buffalo Oxygen and Hydrogen Gas Company, incorporated April 26, 1871, under the act for the formation of gas light companies (term fifty years). September 24, 1914, Alexander C. Humphreys and Harry T. Ramsdell were appointed receivers by the United States District Court for the Western District of New York.

*Term of corporate existence:* Fifty years from October 11, 1899 (see extension Buffalo Gas Light Company, above).

*Location of generating plants:* Coal gas: 249 West Genesee street, Buffalo; Water gas: Bradley and Dart streets, Buffalo (leased from Peoples Gas Light and Coke Company of Buffalo, but apparently not operated during 1914).

*Principal officers:* President, Alexander C. Humphreys; Vice-president, Robert L. Fryer; Secretary and Treasurer, William S. Riselay.

*Main business office:* 186-188 Main street, Buffalo.

**Lessor Company**

**Peoples Gas Light and Coke Company of Buffalo:** Property leased November 25, 1901, to the Buffalo Gas Company, which owns the majority of respondent's capital stock. May 25, 1898, Queens City Gas-Light Company, incorporated February 15, 1893, under the Transportation Corporations Law, term fifty years (see special act passed May 4, 1893, ch. 556), was merged into Peoples Gas Light and Coke Company of Buffalo, incorporated December 3, 1897, under the Transportation Corporations Law (term fifty years).

*Remarks:* Returns incomplete; not tabulated. The following information is abstracted from the report as rendered. Balance sheet December 31, 1914:

<i>Assets Side:</i>	
Cost of plant and equipment.....	\$5,083,785
Cash.....	50
Deficit.....	46,384
<b>Total.....</b>	<b>\$5,130,219</b>
<i>Liabilities Side:</i>	
Funded debt.....	\$2,100,000
Accounts payable.....	30,219
Common stock.....	3,000,000
<b>Total.....</b>	<b>\$5,130,219</b>
<b>Income and corporate surplus or deficit accounts for 1914:</b>	
Rent revenues.....	\$4,983
Expenses:	
Repairs of buildings.....	275
Repairs of holders.....	12
Insurance.....	120
<b>Total expenses.....</b>	<b>\$407</b>
Taxes.....	5,550
Interest.....	874
<b>Total deductions.....</b>	<b>\$6,830</b>
Deficit for year.....	\$1,847
Deficit at beginning of year.....	44,538
<b>Deficit at close of year.....</b>	<b>\$46,385</b>

*Principal officers:* President, Edward McM. Mills; Vice-president, Louis L. Babcock; Secretary and Treasurer, William S. Riselay.

*Corporate office:* 186 Main street, Buffalo.

**Buffalo General Electric Company**

*Organization:* Incorporated August 19, 1892, as a consolidation of Brush Electric Light Company of Buffalo, incorporated June 3, 1881, under the act for the formation of gas light companies (L. 1848, ch. 37), term fifty years, and Thomson-Houston Electric Light and Power Company of Buffalo, incorporated June 20, 1887, under the act for the formation of gas light companies (term fifty years).

*Term of corporate existence:* Fifty years from July 27, 1892.

*Nature of service:* Transmission and distribution of electric energy.



*Principal officers:* President, Charles R. Huntley; Vice-presidents, George Urban, jr., Andrew Langdon; Secretary, Walter P. Cooke; Treasurer, Horace L. Mann.

*Main business office:* Electric Building, Buffalo.

#### **The Buttermilk Falls Electric Company**

*Organization:* Incorporated October 23, 1893, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years from January 1, 1893.

*Location of generating plant:* Electric: Highland Falls.

*Principal officers:* President and Treasurer, George W. Flood; Secretary, Lucile C. Flood.

*Main business office:* Highland Falls.

#### **The Caledonia Natural Gas Company**

*Organization:* Incorporated April 27, 1899, under the Business Corporations Law. Succeeded to the franchises and property of The Caledonia Gas Light and Heating Company, incorporated December 16, 1895, under the Business Corporations Law (term fifty years).

*Term of corporate existence:* Fifty years.

*Location of natural gas wells:* Caledonia.

*Principal officers:* President and Treasurer, A. Miner Wellman; Vice-president, T. N. Crary; Secretary, Guy Wellman.

*Main business office:* Caledonia.

#### **The Canandaigua Gas-Light Company**

*Control by other corporation:* Majority of capital stock owned by Ontario Light and Traction Company.

*Organization:* Incorporated August 3, 1853, under the act for the formation of gas light companies (L. 1848, ch. 37).

*Term of corporate existence:* Fifty years; extended fifty years by certificate dated November 17, 1900, filed November 30, 1900.

*Location of generating plants:* Coal gas: South Main street, Canandaigua; Clark street, Canandaigua.

*Principal officers:* President, Horace E. Andrews; Vice-presidents, William K. Vanderbilt, jr., Granger A. Hollister, Robert M. Searle; Secretary, Joseph C. Collins; Treasurer, Edward L. Rossiter.

*Main business office:* Canandaigua.

#### **The Canisteo Gas Company**

*Organization:* Incorporated October 3, 1898, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of natural gas.

*Principal officers:* President, Harry Bradley; Vice-president, George N. Bradley; Secretary and Treasurer, Justin B. Bradley.

*Main business office:* Canisteo.

#### **Canton Electric Light and Power Company**

*Organization:* Incorporated February 23, 1887, under the act for the formation of gas light companies (L. 1848, ch. 37).

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, W. Chamberlain; Vice-president, W. N. Beard; Secretary and Treasurer, J. E. Johnson.

*Main business office:* Canton.

#### **Carroll Electric Light and Power Company**

*Organization:* Incorporated August 17, 1912, under the Transportation Corporations Law. Purchased franchises, etc., of Frewsburg Electric Light and Power Company,

incorporated January 5, 1907, under the Transportation Corporations Law (term fifty years).

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, D. H. Siggins; Vice-president, H. A. Siggins; Secretary and Treasurer, Sam Q. Smith.

*Main business office:* 101 Liberty street, Warren, Penna.

#### **Carthage Electric Light and Power Company**

See Northern New York Utilities, Inc.

*Organization:* Incorporated May 3, 1901, under the Transportation Corporations Law. November 30, 1914, was merged into Northern New York Utilities, Inc.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Effly Falls, town of Croghan.

*Principal officers:* President, C. C. Burns; Vice-president, S. L. George; Secretary, F. A. Rogers; Treasurer, John B. Taylor.

*Main business office:* Carthage.

#### **Castleton (Josef Goergen)**

No report of the operations of this plant has been rendered to the Public Service Commission, Second District, since 1911.

#### **The Cataract Power and Conduit Company**

*Control by other corporation:* Majority of capital stock owned by The Niagara Falls Power Company.

*Organization:* Incorporated June 17, 1896, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years from June 17, 1896.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, Edward A. Wickes; Vice-presidents, George Urban, jr., Charles R. Huntley; Secretary and Treasurer, de Lancey Rankine.

*Main business office:* 200 Electric Building, Buffalo.

#### **The Catskill Mountain Gas Company**

*Organization:* Incorporated May 5, 1904, under the Transportation Corporations Law.

*Term of corporate existence:* Forty-nine years.

*Location of generating plant:* Acetylene gas: Fleischmanns.

*Principal officers:* President, C. V. Spriggs; Vice-president, Herbert Lasher; Secretary, Otis H. Todd; Treasurer, A. H. Todd.

*Main business office:* Fleischmanns.

#### **Cattaraugus County Lighting Company**

See Olean Electric Light and Power Company (new company).

*Organization:* Incorporated December 9, 1902, under the Transportation Corporations Law, under the name Empire Electric Company of Franklinville, N. Y. It succeeded to the franchises originally granted to The Franklinville Electric Light Company, incorporated May 13, 1893, under the same act (term fifty years), and by it assigned to Citizens Electric Light Company of Franklinville, N. Y., incorporated November 18, 1901, under the same act (term fifty years). The name was changed as above by order of the Supreme Court to take effect September 15, 1913 (filed in office of Secretary of State August 8, 1913; see further order authorizing filing *nunc pro tunc* as of September 13, 1913, filed September 27, 1913). September 17, 1914, name was changed to Olean Electric Light and Power Company (see that title).

*Term of corporate existence:* Fifty years (Empire Electric Company of Franklinville, N. Y.)

*Location of generating plant:* Electric: Franklinville.

*Principal officers:* President, Arthur A. McGivney; Secretary, John J. Gallagher; Treasurer, Walter A. Zineke.

*Main business office:* Franklinville.

#### **Cattaraugus Electric Light and Power Company**

*Organization:* Incorporated July 24, 1900, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Cattaraugus.

*Principal officers:* Acting President, A. J. Setter; Secretary and Treasurer, H. C. Milks.

*Main business office:* Cattaraugus.

#### **Cayadutta Generating Company**

*Control by other corporation:* Entire capital stock owned by Fulton County Gas and Electric Company.

*Organization:* Incorporated March 26, 1910, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Berryville (not in operation at close of year).

*Principal officers:* President, J. C. DeLong; Secretary, G. W. Curran; Treasurer, L. C. Smith.

*Main business office:* Fonda.

#### **The Cazenovia Electric Company**

*Organization:* Incorporated May 15, 1905, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Cazenovia.

*Principal officers:* President, Henry Burden; Vice-president, R. S. Brewster; Secretary and Treasurer, H. G. Phelps.

*Main business office:* Cazenovia.

#### **Central Hudson Gas and Electric Company**

*Organization:* Incorporated April 26, 1911, as a consolidation of Poughkeepsie Light, Heat and Power Company, incorporated October 3, 1901, under the Transportation Corporations Law (term fifty years); Newburgh Light, Heat and Power Company, incorporated November 12, 1900, under the Transportation Corporations Law (term fifty years); and Hudson Counties Gas and Electric Company, incorporated May 17, 1905, under the Transportation Corporations Law (term fifty years).

Newburgh Light, Heat and Power Company acquired the franchises, etc., of Consumer's Gas Company, incorporated April 30, 1878, under the act for the formation of gas light companies, L. 1848, ch. 37 (term fifty years); Newburgh Gas Light Company, incorporated May 17, 1852, under the same act (term fifty years from May 10, 1852); The Edison Electric Illuminating Company of Newburgh, incorporated October 29, 1883, under the same act (term fifty years from October 22, 1883); The Newburgh Electric Lighting Company, incorporated June 24, 1885, under the General Manufacturing Law, L. 1848, ch. 40 (term fifty years); and The Consolidated Gas, Electric Light, Heat and Power Company of Newburgh, N. Y., incorporated August 5, 1895, as a consolidation of Newburgh Electric Light and Power Company, incorporated July 31, 1888, under the General Manufacturing Law, L. 1848, ch. 40 (term fifty years from July 9, 1888), and The Edison Electric Illuminating Company. This company also acquired by purchase in 1902, the Marlborough electric plant, and April 23, 1910, the Wallkill electric plant.

Poughkeepsie Light, Heat and Power Company acquired the franchises and property of Poughkeepsie Gas Light Company, incorporated December 18, 1850, under the act for the incorporation of gas light companies, L. 1848, ch. 37 (term fifty years; extended for fifty years from

December 4, 1900, by certificate filed July 29, 1901, by order of the Supreme Court); Citizens Gas Company of Poughkeepsie, incorporated December 28, 1874, under the same act (term fifty years); and Poughkeepsie Electric Light and Power Company, incorporated April 7, 1885, under the General Manufacturing Law, L. 1848, ch. 40 (term fifty years).

Hudson Counties Gas and Electric Company acquired the franchises and property of The Cornwall Electric Lighting and Power Company, incorporated October 3, 1891, under the Transportation Corporations Law (term fifty years), and Security Light and Power Company, incorporated as Consolidated Electric Light, Heat and Power Company of Poughkeepsie, N. Y., July 30, 1901, under the Transportation Corporations Law (term fifty years); certificate of removal of principal office to Cornwall filed June 19, 1907. Above name assumed October 17, 1907, by order of the Supreme Court.

*Term of corporate existence:* Fifty years.

*Location of generating plants:* Electric: Foot of Mill street, Poughkeepsie; Montgomery and 3rd streets, Newburgh; Water gas: Laurel and Gate streets, Poughkeepsie; Dock street and River front, Poughkeepsie; South Colden and Renwick streets, Newburgh.

*Principal officers:* President, Thaddeus R. Beal; Vice-president, John L. Wilkie; Secretary, P. A. Burnes; Treasurer, William Schickle.

*Main business office:* 50 Market street, Poughkeepsie.

#### **Central New York Gas and Electric Company**

*Control by other corporation:* Entire capital stock owned by Empire Gas and Electric Company.

*Organization:* Incorporated March 11, 1911, as a consolidation of Geneva-Seneca Electric Company (term fifty years), and Wayne County Gas and Electric Company (term fifty years).

Geneva-Seneca Electric Company was incorporated November 17, 1906, as a consolidation of Geneva Power and Light Company, incorporated April 1, 1898, under the Transportation Corporations Law (term fifty years), and Seneca Edison Company, incorporated April 14, 1899, under the Transportation Corporations Law (term fifty years). Preliminary to the approval by the Commission of the agreement of consolidation, Geneva-Seneca Electric Company acquired the electric plant in the village of Phelps operated under the name of J. Q. Howe's Sons Electric Light Company. It also succeeded through Geneva Power and Light Company to franchises of Geneva Brush Electric Light and Power Company, incorporated November 30, 1889, under the General Manufacturing Law (L. 1848, ch. 40), term fifty years from November 30, 1889. These franchises were originally granted in 1884 to Brush-Swan Electric Light Company of New England, incorporated May 24, 1882, under the same law (term fifty years), whose rights were succeeded to by Brush Electric Company of Cleveland, Ohio, and assigned by the last named company to Geneva Power and Light Company. It also succeeded to the franchises of The Waterloo and Seneca Falls Electric Light and Power Company, incorporated September 9, 1886, under the act for the formation of gas light companies (L. 1848, ch. 37), term fifty years from September 1, 1886. These franchises were originally the property of Excelsior Electric Company, incorporated August 3, 1881, under the General Manufacturing Law, term fifty years from August 8, 1881. It also succeeded to the franchises of Geneva Steam Heating Company, incorporated August 13, 1898, under the Business Corporations Law (term fifty years), merged February 3, 1908, into Economic Power and Construction Company. May 24, 1910, the Commission authorized Geneva-Seneca Electric Company to purchase the property at Geneva of Economic Power and Construction Company.



The latter company was incorporated by special act passed April 22, 1893 (ch. 459).

Wayne County Gas and Electric Company was incorporated July 13, 1910, as a consolidation of Palmyra Gas Gas and Electric Company, incorporated January 25, 1905, under the Transportation Corporations Law (term fifty years); Newark (N. Y.) Gas Light and Fuel Company, incorporated May 24, 1899, under the Transportation Corporations Law (term fifty years); The New Light, Heat and Power Company of Newark, New York, incorporated February 23, 1899, under the Transportation Corporations Law (term fifty years); The Lyons Gas Light Company, incorporated January 25, 1859, under the act for the formation of gas light companies (term forty-nine years from January 1, 1859; revived and extended for fifty years from the time specified in the original certificate of incorporation, pursuant to order of the Supreme Court and section 32 of the General Corporation Law, by certificate dated January 19, 1909; certificate and order filed in office of Secretary of State February 5, 1909); and Wayne County Electric Company, in turn formed by consolidation April 25, 1901 (term fifty years), of The Lyons Electric Light and Power Company, incorporated June 11, 1889, under the act for the formation of gas light companies (term fifty years); and Lux Electric Light, Heat and Power Company, incorporated March 15, 1901, under the Transportation Corporations Law (term fifty years).

*Term of corporate existence:* Fifty years.

*Location of generating plants:* Electric: Geneva, Newark, Lyons, Waterloo, Seneca Falls; Coal gas and water gas: Newark (not operating).

*Principal officers:* President, E. H. Palmer; Vice-president, H. O. Palmer; Secretary, L. G. Hoskins; Treasurer, C. H. Pierce.

*Main business office:* 103 Castle street, Geneva.

#### *Lessor Company*

**Tracy Development Company:** Incorporated November 10, 1911, under the Business Corporations Law. Plant (under construction) leased to Central New York Gas and Electric Company.

*Term of corporate existence:* Perpetual.

*Remarks:* Returns incomplete; not tabulated. The following information is abstracted from the report as rendered. Balance sheet December 31, 1914:

<i>Assets Side:</i>	
Cost of plant and equipment under construction.....	\$393,042
Cash.....	257
Bills receivable.....	4,000
Accounts receivable.....	211,810
Unamortized debit discount and expense.....	17,987
Total.....	\$627,096
<i>Liabilities Side:</i>	
Funded debt.....	\$250,000
Bills payable.....	59,000
Accounts payable.....	14,346
Interest accrued on bonds.....	3,750
Common stock.....	300,000
Total.....	\$627,096

No income or expenses are reported for 1914.

*Principal officers:* President, Ernest G. Gould; Secretary and Treasurer, Edwin K. Baldwin.

*Corporate office:* Waterloo.

#### **Central New York Power Company**

*Organization:* Incorporated May 15, 1905, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plants:* Electric: Canastota; Coal gas and water gas: Canastota.

*Principal officers:* President, James C. Brady; Vice-president, William E. Lewis; Secretary, M. J. Brayton; Treasurer, George H. Stack.

*Main business office:* 222 Genesee street, Utica.

#### **The Champlain Electric Company**

*Organization:* Incorporated August 21, 1899, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Champlain.

*Principal officers:* President, J. R. Kellas; Secretary, L. M. Kellas; Treasurer, F. J. Clark.

*Main business office:* Champlain.

#### **Chasm Power Company**

*Organization:* Incorporated July 28, 1902, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: near village of Chateaugay.

*Principal officers:* President, J. S. Van Vechten; Vice-president, W. T. Thayer; Secretary, R. R. Humphrey; Treasurer, E. S. Duffy.

*Main business office:* Chateaugay.

#### **Chatham Electric Light, Heat and Power Company**

*Organization:* Incorporated June 13, 1895, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Chatham.

*Principal officers:* President and Secretary, John O. Mickle; Vice-president, William E. Mahar; Treasurer, John P. Mickle.

*Main business office:* Chatham.

#### **The Chaumont Electric Light Company**

*Organization:* Incorporated May 12, 1911, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Chaumont.

*Principal officers:* President, George Diefendorf; Treasurer, Charles N. Arnold.

*Main business office:* Chaumont.

#### **Cherry Gas and Oil Company**

*Organization:* Incorporated January 13, 1910, under the Business Corporations Law.

*Term of corporate existence:* Perpetual.

*Location of natural gas wells:* Town of Hamburg.

*Principal officers:* President, Henry Baltzar; Vice-president, R. W. Savage; Secretary, A. C. Parsons; Treasurer, Henry Brocksopp.

*Main business office:* Hamburg.

#### **The Cherry Valley Gas Company**

*Organization:* Incorporated September 18, 1906, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Acetylene gas: Cherry Valley.

*Principal officers:* President, S. W. Barnum; Vice-president, Benjamin Wightman; Secretary, Fred S. Brien; Treasurer, A. S. Pearson.

*Main business office:* Cherry Valley.

#### **The Chuctanunda Gas Light Company**

*Organization:* Incorporated April 9, 1860, under the act for the formation of gas light companies (L. 1848, ch. 37).

*Term of corporate existence:* Fifty years from April 1, 1860; extended fifty years by certificate dated January 21, 1910, filed January 25, 1910.

*Location of generating plant:* Coal gas and water gas: Riverside Place, Amsterdam.

*Principal officers:* President, John K. Stewart; Vice-president, William H. Cooper; Secretary and Treasurer, Freeman S. Van Derveer.

*Main business office:* 33 Market street, Amsterdam.

#### **Churchville Oil and Natural Gas Company**

*Organization:* Incorporated May 21, 1907, under the Business Corporations Law.

*Term of corporate existence:* Five years; extended fifty years by certificate dated February 10, 1912, filed March 12, 1912.

*Location of natural gas wells:* Riga township, Monroe county.

*Principal officers:* President, Frank B. Barnard; Vice-president, George W. Morris; Secretary and Treasurer, E. J. Hill.

*Main business office:* 1110 Prudential Building, Buffalo.

#### **Cincinnatus Gas Company**

*Organization:* Incorporated October 25, 1897, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Gasoline gas: Cincinnati.

*Principal officers:* President, P. C. Wheeler; Vice-president, B. R. Corning; Secretary, M. L. Hulbert; Treasurer, George A. Hoskins.

*Main business office:* Cincinnati.

#### **Citizens Gas and Fuel Company of Dunkirk**

*Organization:* Incorporated December 1, 1900, under the Transportation Corporations Law. In December, 1911, the property of this company was sold under foreclosure to William E. Carroll.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of natural gas.

*Remarks:* It is stated in the verification of the report that "The Citizens Gas and Fuel Company of Dunkirk is now operating its plant and franchises by sufferance of deponent who is the owner of the same, having purchased the same upon the foreclosure of the mortgage given by said Citizens Gas and Fuel Company." It further appears that the owner of the property, William E. Carroll, also owns more than two-thirds of the company's capital stock.

*Principal officers:* No officers reported; business managed by William E. Carroll.

*Main business office:* 490 Ellicott Square, Buffalo.

#### **Cliff Electrical Distributing Company**

*Organization:* Incorporated March 15, 1909, under the Transportation Corporations Law, and succeeded to that part of the franchises, works, and system relating to the generating and distributing of electric power of The Niagara Falls Hydraulic Power and Manufacturing Company, incorporated April 23, 1878, under "An act to provide for the organization and regulation of certain business corporations" (L. 1875, ch. 611), term fifty years. (See special acts relating to The Niagara Falls Hydraulic Power and Manufacturing Company: L. 1896, ch. 968; L. 1905, ch. 508; L. 1906, ch. 54).

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Niagara Falls.

*Principal officers:* President, C. P. H. Schoellkopf; Vice-presidents, Walter H. Schoellkopf, Morris Cohn, jr.; Secretary and Treasurer, Paul A. Schoellkopf.

*Main business office:* Walnut avenue and Canal Basin, Niagara Falls.

#### **Clinton Gas Company**

*Organization:* Incorporated July 14, 1900, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Gasoline gas: East Hampton.

*Principal officers:* President, D. G. Milford; Vice-president, D. E. Osborne; Secretary and Treasurer, C. H. Thomas.

*Main business office:* East Hampton.

#### **Cohoes Gas Light Company**

*Organization:* Incorporated September 13, 1852, under the act for the formation of gas light companies (L. 1848, ch. 37).

*Term of corporate existence:* Fifty years from September 13, 1852; certificate of extension for fifty years dated May 13, 1902, filed May 15, 1902.

*Location of generating plants:* Electric: North Mohawk street, Whitehall street, Cohoes; Water gas: Whitehall street, Cohoes.

*Principal officers:* President and Treasurer, Lorenzo Semple; Secretary, W. P. Parsons.

*Main business office:* North Mohawk street, Cohoes.

#### **Cold Spring Light, Heat and Power Company**

*Organization:* Incorporated October 12, 1899, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Cold Spring.

*Principal officers:* President, J. G. Southard; Vice-president, B. W. Wilson; Secretary and Treasurer, Gerald V. Grace.

*Main business office:* Cold Spring.

#### **Colliers Light, Heat and Power Company**

*Control by other corporation:* Entire capital stock owned by Otsego and Herkimer Railroad Company.

*Organization:* Incorporated July 27, 1912, under the Transportation Corporations Law. July 1, 1913, it took over the operation of Clinton Mills Power Company, incorporated September 24, 1896, under the Transportation Corporations Law (term fifty years), and The Richfield Springs Electric Light and Power Company, incorporated April 3, 1888, under the General Manufacturing Law (L. 1848, ch. 40), term fifty years from February 16, 1888.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, Peter C. Schutrum; Vice-president, W. Boardman Reed; Secretary, James A. Byrne; Treasurer, James L. de Rosset.

*Main business office:* Cooperstown.

#### **Comfort Natural Gas Company**

*Organization:* Incorporated June 22, 1912, under the Business Corporations Law.

*Term of corporate existence:* Perpetual.

*Location of natural gas wells:* Orchard Park.

*Principal officers:* President, Thomas B. Cravy; Vice-president, William H. Phelps; Secretary, William H. Hecox; Treasurer, M. R. Christian.

*Main business office:* Phelps Block, Binghamton.

#### **Conant-Bryant Power Company**

*Organization:* Incorporated April 9, 1910, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, C. L. Bryant; Vice-president, C. J. Chapman; Secretary and Treasurer, R. W. Bryant.

*Main business office:* 95 West Genesee street, Buffalo.

#### **Consolidated Electric Company**

*Organization:* Incorporated March 21, 1893, as a consolidation of The Greenwich Electric Light and Power Company, incorporated June 6, 1891, under the Transportation Corporations Law (term fifty years), and The Cambridge Electric Light and Power Company, incorporated July 29, 1891, under the Transportation Corporations Law (term fifty years).



*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Middle Falls.

*Principal officers:* President, Henry Gray; Vice-president, Michael Sonn; Secretary, I. V. H. Gill; Treasurer, H. C. Gray.

*Main business office:* Greenwich.

#### **Consolidated Light and Power Company of Whitehall**

*Control by other corporation:* Entire capital stock owned by Utica Gas and Electric Company.

*Organization:* Incorporated March 15, 1901, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Whitehall.

*Principal officers:* President, James C. Brady; Vice-president, W. E. Lewis; Secretary, M. J. Brayton; Treasurer, G. H. Stack.

*Main business office:* Whitehall.

#### **The Consumers Natural Gas Company**

*Organization:* Incorporated April 20, 1903, under the Business Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of natural gas wells:* Town of Dix, Schuyler county.

*Principal officers:* President, George G. Reynolds; Secretary, Arthur B. Sliter; Treasurer, Harry S. Thayer.

*Main business office:* 401 Robinson Building, Elmira.

#### **Corinth Electric Light and Power Company**

*Organization:* Incorporated June 18, 1907, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, Allen Curtis; Vice-president, H. F. Curtis; Secretary and Treasurer, Warren Curtis, jr.

*Main business office:* Corinth.

#### **Corning Light and Power Corporation**

*Organization:* Incorporated March 27, 1913, under the Transportation Corporations Law, as a reorganization of Corning Gas and Electric Company, which was sold under foreclosure March 22, 1913, to Daniel J. Creem, and operated by him until October 1, 1913. The last named company was incorporated May 27, 1901, under the Transportation Corporations Law (term fifty years). The Corning Gas Company, incorporated August 5, 1862, under the act for the formation of gas light companies (L. 1848, ch. 37), term August 1, 1862, to July 31, 1912, and Corning Light and Power Company, incorporated September 12, 1900, under the Transportation Corporations Law (term fifty years), were merged into Corning Gas and Electric Company July 18, 1901.

*Term of corporate existence:* Fifty years.

*Location of generating plants:* Electric: Corning; Coal gas: Corning.

*Principal officers:* President, Daniel J. Creem; Vice-president, Paul T. Brady; Secretary and Treasurer, Clinton L. Rossiter.

*Main business office:* Corning.

#### **The Cortland County Traction Company**

*Organization:* See Electric Railroad Corporations.

*Term of corporate existence:* Fifty years from May 14, 1894 (The Cortland and Homer Traction Company).

*Location of generating plant:* Electric: Cortland.

*Principal officers:* President, D. W. Van Hoesen; Vice-president, E. H. Brewer; Secretary, G. H. Garrison; Treasurer, Edwin Duffey.

*Main business office:* Cortland.

#### **The Courter Electric Company**

*Organization:* Incorporated April 1, 1893, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Cobleskill.

*Principal officers:* President, Charles H. Holmes; Secretary and Treasurer, C. H. Borst.

*Main business office:* Cobleskill.

#### **Croton Falls (George Juengst and Sons)**

*Organization:* Unincorporated; plant owned by George Juengst and Sons.

*Location of generating plant:* Electric: Croton Falls.

*Remarks:* Returns incomplete; not tabulated. This firm operates an electric light and power station in connection with its manufacturing plant, and accounts of electric operations are not completely separated from those of the electric plant. Balance sheet December 31, 1914:

<i>Assets Side:</i>	
Cash.....	\$385
Accounts receivable.....	11,738
Materials and supplies.....	7,960
Miscellaneous free investments.....	6,847
Fixed capital.....	113,143
Total.....	\$140,073
<i>Liabilities Side:</i>	
Interest matured and unpaid.....	\$4,903
Bills payable.....	2,500
Accounts payable.....	742

Mortgages totaling \$140,000 placed on both manufacturing and electric plants and equipment are also reported.

Total electric revenues for 1914 are given as \$25,081, with operating expenses totaling \$18,158 and taxes of \$379.

Company reports 648 consumers' meters in service and 43 flat rate consumers at close of 1914.

*Main business office:* Croton Falls.

#### **Crystal City Gas Company**

*Organization:* Incorporated August 30, 1904, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Nature of service:* Distribution of natural gas.

*Principal officers:* President, B. W. Wellington; Secretary and Treasurer, W. B. Hunt.

*Main business office:* Corning.

#### **The Dansville Gas and Electric Company**

*Organization:* Incorporated October 26, 1899, under the Transportation Corporations Law. Purchased May 1, 1900, franchises, etc., of the Dansville Gas and Electric Light Company, incorporated October 24, 1895, under the Transportation Corporations Law (term fifty years); voluntarily dissolved by certificate filed February 14, 1901.

*Term of corporate existence:* Fifty years.

*Location of generating plants:* Electric: Dansville; Water gas: Dansville.

*Principal officers:* President, L. T. Mason; Vice-president and Treasurer, C. E. Mason; Secretary, C. G. MacAvoy.

*Main business office:* Dansville.

#### **The Deer River Power Company**

*Organization:* Incorporated February 2, 1909, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Copenhagen.

*Principal officers:* President, S. R. Cleveland; Vice-president, George H. Cobb; Secretary and Treasurer, Lou B. Cleveland.

*Main business office:* 16 Cleveland Building, Watertown.

#### **Delaware and Otsego Light and Power Company**

*Organization:* Incorporated August 21, 1906, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: East Sidney.

*Principal officers:* President, E. A. Mackey; Vice-president and Secretary, F. B. Rose; Treasurer, T. U. Wiens.  
*Main business office:* Franklin.

#### **Delaware County Electric Light and Power Company**

*Organization:* Incorporated November 25, 1910, under the Transportation Corporations Law. May 1, 1911, the plant of the Delhi Electric Company (incorporated July 1, 1891, under the Transportation Corporations Law [term fifty years from June 30, 1891]; January 10, 1910, Jonas M. Peterson appointed receiver by order of the Supreme Court) was transferred to Delaware County Electric Light and Power Company.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Delhi.

*Principal officers:* President, L. H. Hale, jr.; Vice-president, E. C. Deal; Secretary and Treasurer, E. B. Coler.

*Main business office:* Delhi.

#### **The Depew and Lancaster Light, Power and Conduit Company**

*Control by other corporation:* Majority of capital stock owned by Depew and Lancaster Corporation (incorporated June 15, 1907, under the Business Corporations Law).

*Organization:* Incorporated February 15, 1897 (certificates of extension of business and purposes filed May 4, 1914, and October 5, 1914) under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years (extension for twenty years filed May 1, 1914).

*Location of generating plant:* Electric: 173 Central avenue, Lancaster.

*Location of natural gas wells:* Townships of Lancaster and Alden.

*Remarks:* An investigation made by the Commission in connection with certain proceedings before it has developed the fact that the operations of The Depew and Lancaster Light, Power and Conduit Company were closely interrelated with similar operations carried on by the affiliated Depew and Lancaster Corporation. The latter company was for a time claimed not to be subject to the Commission's jurisdiction and has never made a report to it. As a result of the investigation referred to, it appears that the business of the two corporations has been conducted practically as the business of a single concern, but that in the attempt to maintain the theory of two separate corporations, one under the Commission's jurisdiction and one not subject to such supervision, the accounts of the two companies have been so intermingled that neither can show by itself an accurate financial statement of the business. For example, expenses that should have been equitably apportioned between the two corporations have been charged up almost entirely to The Depew and Lancaster Light, Power and Conduit Company although the revenues for securing which the expenses were incurred have been credited largely to the Depew and Lancaster Corporation. The Commission has approved the acquisition by The Depew and Lancaster Light, Power and Conduit Company of the securities and property of the Depew and Lancaster Corporation, and as of January 1, 1915, the accounts of the two companies were to be consolidated and the entire business was to be conducted after that date by and in the name of The Depew and Lancaster Light, Power and Conduit Company. The Depew and Lancaster Corporation was dissolved by certificate filed April 9, 1915.

*Principal officers:* President, George R. Teller; Vice-president, George A. Davis; Secretary and Treasurer, Ernest Feyler.

*Main business office:* 173 Central avenue, Lancaster.

#### **The Deposit Electric Company**

*Organization:* Incorporated January 20, 1892, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Stilesville.

*Principal officers:* President and Treasurer, John H. Rogers; Vice-president, Charles W. Place; Secretary, Raymond W. Smith.

*Main business office:* Deposit.

#### **The DeRuyter Gas Company**

*Organization:* Incorporated March 1, 1899, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Gasoline gas: DeRuyter.

*Principal officers:* President, I. E. Smith; Vice-president, M. E. Tallett; Secretary, H. D. Preston; Treasurer, F. S. Mitchell.

*Main business office:* DeRuyter.

#### **Despatch Heat, Light and Power Company**

*Control by other corporation:* Entire capital stock owned by Eastern Monroe Electric Light and Gas Company.

*Organization:* Incorporated July 8, 1904, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: East Rochester.

*Principal officers:* President, Horace E. Andrews; Vice-presidents, William K. Vanderbilt, jr., Granger A. Hollister, Robert M. Searle; Secretary, Joseph C. Collins; Treasurer, Edward L. Rossiter.

*Main business office:* Commercial street, East Rochester.

#### **Dunkirk Distribution Company**

*Organization:* Incorporated August 8, 1910, under the Transportation Corporations Law. Acquired the distribution system of Dunkirk Power and Heating Company, incorporated December 22, 1902, under the Business Corporations Law (term fifty years).

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, A. W. Cummings; Vice-president, C. J. Carney; Secretary, H. T. Litchfield; Treasurer, John Lechner.

*Main business office:* 205 Central avenue, Dunkirk.

#### **Dunkirk Electrical Manufacturing Company**

*Organization:* Incorporated July 6, 1910, under the Business Corporations Law.

*Term of corporate existence:* Perpetual.

*Location of generating plant:* Electric: Dunkirk.

*Principal officers:* President, A. W. Cummings; Vice-president, C. J. Carney; Secretary, H. T. Litchfield; Treasurer, John Lechner.

*Main business office:* Dunkirk.

#### **The Dutchess Light, Heat and Power Company of Rhinebeck, N. Y.**

*Organization:* Incorporated June 28, 1900, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Rhinebeck.

*Principal officers:* President, Frank Herrick; Secretary, R. Raymond Rikert; Treasurer, Thaddeus A. Traver.

*Main business office:* Rhinebeck.

#### **Dwaas Electric Company**

*Organization:* Incorporated September 30, 1908, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, E. E. Sabourin; Vice-president, A. E. Eyer; Secretary, E. Jouriles; Treasurer, A. Stoodley.

*Main business office:* Hudson Falls.

#### **The Earlville Electric Light Company**

*Organization:* Incorporated June 26, 1907, under the Transportation Corporations Law. Succeeded to the property of the Parson's "Low-Down" Wagon Works, incor-



porated January 19, 1903, as United Wagon Company, under the Business Corporations Law (term perpetual), and name changed by order of Supreme Court December 26, 1905, as above.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Earlville.

*Principal officers:* President, John R. Parsons; Vice-president, Fred M. Parsons; Secretary and Treasurer, Ola P. Crandall.

*Main business office:* Earlville.

#### East Aurora Electric Light Company

*Organization:* Incorporated November 3, 1890, under the General Manufacturing Law (L. 1848, ch. 40).

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: East Aurora.

*Principal officers:* President, M. B. Searls; Secretary and Treasurer, R. S. Persons.

*Main business office:* East Aurora.

#### East Creek Electric Light and Power Company

*Organization:* Incorporated March 24, 1902, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plants:* Electric: Inghams Mills, East Creek.

*Principal officers:* President, Howard W. Starr; Vice-president, Charles E. Snyder; Secretary and Treasurer, George A. Harris.

*Main business office:* St. Johnsville.

#### Eastern Monroe Electric Light and Gas Company

*Control by other corporation:* Entire capital stock owned by The Mohawk Valley Company.

*Organization:* Incorporated January 20, 1905, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, Horace E. Andrews; Vice-presidents, William K. Vanderbilt, jr., Granger A. Hollister, Robert M. Scarle; Secretary, Joseph C. Collins; Treasurer, Edward L. Rossiter.

*Main business office:* 34 Clinton avenue, North, Rochester.

#### East Hampton Electric Light Company

*Organization:* Incorporated June 20, 1902, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: East Hampton.

*Principal officers:* President, Henry A. James; Vice-president, George E. Munroe; Secretary, William J. Irwin; Treasurer, Joseph S. Osborne.

*Main business office:* East Hampton.

#### Eden Gas and Fuel Company

*Organization:* Incorporated June 28, 1907, under the Business Corporations Law.

*Term of corporate existence:* Perpetual.

*Location of natural gas wells:* Eden.

*Principal officers:* President, E. H. Davis; Vice-president, Charles Eckhardt; Secretary and Treasurer, Henry Hickman.

*Main business office:* Eden.

#### Edison Electric Light and Power Company of Amsterdam

*Control by other corporation:* Entire capital stock owned by Fonda, Johnstown and Gloversville Railroad Company.

*Organization:* Incorporated June 23, 1903, as a consolidation of The Edison Electric Light and Power Company of the City of Amsterdam, N. Y., incorporated May

1, 1886, under the act authorizing the formation of gas light companies (term fifty years from April 15, 1886), and The Amsterdam Arc Light Company, incorporated December 15, 1887, under the General Manufacturing Law (term fifty years from December 15, 1887).

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, William Harris; Vice-presidents, Z. B. Whitney, W. H. Collins; Secretary, George A. Harris; Treasurer, Lyman K. Brown.

*Main business office:* 102 West Fulton street, Gloversville.

#### Edmeston Light, Heat and Power Company

*Organization:* Incorporated May 5, 1904, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Acetylene gas: Edmeston.

*Principal officers:* President and Treasurer, C. T. Coats; Vice-president, B. S. Gilson; Secretary, V. D. Robinson.

*Main business office:* Edmeston.

#### The Electric Light Company of New Paltz

*Organization:* Incorporated January 16, 1902, under the Transportation Corporations Law. Stock issued for property of The New Paltz Electric Light Company, incorporated November 29, 1892, under the Transportation Corporations Law (term fifty years).

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: New Paltz (not operated during 1914).

*Remarks:* Returns incomplete; not tabulated. Balance sheet December 31, 1914:

Assets Side:		
Cash	.....	\$2,740
Accounts receivable	.....	1,091
Materials and supplies	.....	674
Fixed capital	.....	24,845
Special deposits	.....	2,914
Corporate deficit	.....	2,934
Total	.....	\$35,199
Liabilities Side:		
Bills payable	.....	\$5,199
Funded debt	.....	10,000
Common stock	.....	20,000
Total	.....	\$35,199
Income account for 1914:		
Operating revenues	.....	\$10,448
Operating expenses	.....	\$6,588
Taxes	.....	298
	.....	6,886
Net operating income	.....	\$3,562
Interest on funded debt	.....	500
Net corporate income	.....	\$3,062
Corporate surplus or deficit account for 1914:		
	Debits	Credits
Balance at beginning of year	.....	*\$1,517
Net corporate income for year	.....	3,062
Bad debts collected	.....	47
Interest on reserves	.....	185
Other additions to surplus	.....	802
Dividends declared	\$1,000	.....
Appropriations to reserves	185	.....
Lines and services	224	.....
Materials and supplies	384	.....
Meters	72	.....
Transformers	122	.....
Accounts receivable	885	.....
Balance at close of year	*2,740	.....
Totals	\$5,613	\$5,613

\* No explanation is given as to the disagreement between the balance at beginning of year here given and that reported as of close of preceding year, nor as to that between the balance at close of year as here shown and the surplus devolved by the balance sheet.

No current was generated by respondent during the year, all current having been purchased from the Central Hudson Gas and Electric Company. Of the 103,200 kw.h. so purchased, 79,721 kw.h. were sold to private consumers, 1286 kw.h. used by respondent, and 22,193 kw.h. lost or unaccounted for.

*Principal officers:* President, George E. Johnston; Vice-president, Peter McMullen; Secretary and Treasurer, S. L. Johnston.

*Main business office:* New Paltz.

**Ellenville (Honk Falls Power Company)**

*Organization:* Unincorporated; plant owned by C. P. Dickinson.

*Location of generating plants:* Electric: Napanoch, High Falls.

*Remarks:* Returns incomplete; not tabulated. Balance sheet December 31, 1914:

<i>Assets Side:</i>	
Fixed capital, estimated.....	\$302,700
Cash.....	24
Total.....	\$302,724
<i>Liabilities Side:</i>	
Estimated investment in plant.....	\$302,700
Surplus.....	24
Total.....	\$302,724
<i>Income account for 1914:</i>	
Revenues from sale of current.....	\$49,289
Operating expenses.....	\$24,803
Taxes.....	1,972
	26,775
Net operating revenues.....	\$22,515
Non-operating income.....	1,811
Net income.....	\$24,326
<i>Surplus or deficit account for 1914:</i>	
	<i>Debits Credits</i>
Balance at beginning of year.....	\$300
Net income for year.....	24,326
Cash to owner of plant.....	\$24,602
Balance at close of year.....	24
	\$24,626 \$24,626

Report shows 6,012,277 kw.h. generated during the year, entirely by water power. Of this amount, 5,435,261 kw.h. were sold to five electrical corporations, and 131,663 kw.h. to three other consumers.

*Main business office:* Ellenville.

**Ellenville Electric Company**

*Organization:* Incorporated January 11, 1892, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years from January 1, 1892.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President and Treasurer, S. E. Denman; Vice-president, N. D. Raymond; Secretary, A. Parshall.

*Main business office:* Ellenville.

**Ellicottville Electric Light Company**

*Organization:* Incorporated May 18, 1906, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Ellicottville.

*Principal officers:* President, Michael Murphy; Secretary and Treasurer, Eugene Hickey.

*Main business office:* Ellicottville.

**Elmira Transmission Corporation**

*Organization:* Incorporated August 15, 1913, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Remarks:* Returns incomplete; not tabulated. Balance sheet December 31, 1914:

<i>Assets Side:</i>	
Cash.....	\$1,270
Bills and accounts receivable from system corporations.....	3,997
Fixed capital, electric.....	54,024
Total.....	\$59,292
<i>Liabilities Side:</i>	
Unmatured interest accrued.....	\$275
Bills payable.....	55,000
Common stock.....	500
Surplus.....	3,517
Total.....	\$59,292
<i>Income account for 1914:</i>	
Revenues from sales of current.....	\$15,332
Merchandise and jobbing revenues.....	790
	\$16,122
Electric current purchased.....	\$10,471
Other expenses.....	209
Interest charges.....	1,925
	12,605
Net corporate income.....	\$3,517

*Principal officers:* President, Ray Tompkins; Vice-president, F. H. Hill; Secretary and Treasurer, Henry Morgan.

*Main business office:* Hulett Building, Elmira.

**Elmira Water, Light and Railroad Company**

*Control by other corporation:* Majority of capital stock owned by United Gas and Electric Corporation.

*Organization:* See Electric Railroad Corporations.

*Term of corporate existence:* Fifty years from May 26, 1900 (date of filing of amended certificate).

*Location of generating plants and nature of service:* Electric: East Water street, Elmira; 620 Madison avenue, Elmira; Coal gas: 620 Madison avenue, Elmira; Natural gas: Distribution of purchased gas.

*Principal officers:* President, Ray Tompkins; Vice-president, S. J. Dill; Secretary and Treasurer, C. A. Kolstad.

*Main business office:* Hulett Building, Elmira.

**Empire Coke Company**

*Organization:* Incorporated April 4, 1903, under the Business Corporations Law.

*Term of corporate existence:* Perpetual.

*Remarks:* Returns incomplete; not tabulated. Effective December 1, 1912, the coke ovens of the company located at Waterloo were leased to the Semet-Solvay Company. This latter company operates the plant under an agreement with the owner which in substance provides that the operating company shall supply the owner with gas at a minimum price of 10 cents per M cu. ft., and that the owner shall also share in the profits from operation under certain specified conditions. The gas delivered by the Semet-Solvay Company to the Empire Coke Company is in turn delivered by the latter to its subsidiaries for distribution. During the year ended December 31, 1914, 351,275 M cu. ft. were so delivered to Empire Gas and Electric Company and to Central New York Gas and Electric Company, for \$123,014. By the terms of the operating agreement, maintenance and improvements are to be deducted by the operating company, with other expenses, from revenue in computing "profits"; and from the amount so determined, after allowing for compensation to the Solvay company for its supervision, the Empire company is to be reimbursed for its expenditures for taxes and for the purchase of gas from the Solvay company before net profits are finally divided. At the close of 1914 there was a balance on the Empire company's books against the Solvay company of \$70,989 on account of the reimbursement above mentioned. This represents an increase of \$40,896 during the year, this amount having been charged to operating expenses. Balance sheet December 31, 1914:

<i>Assets Side:</i>	
Cash.....	\$2,216
Accounts receivable.....	132,576
Materials and supplies.....	9,285
Investments: Empire Gas and Electric Company stock.....	700,000
Other investments.....	1,405
Fixed capital.....	1,273,193
Solvay refund account.....	70,989
Rate litigation suspense account.....	10,048
Total.....	\$2,199,712
<i>Liabilities Side:</i>	
Bills payable, due on time.....	\$139,500
Accounts payable.....	23,355
Debtenture bonds, due in 1916.....	8,000
Solvay refund reserve.....	70,989
Preferred stocks.....	1,100,000
Common stock.....	750,000
Corporate surplus.....	107,867
Total.....	\$2,199,712
<i>Income account for 1914:</i>	
Operating revenues.....	\$123,014
Operating expenses.....	\$42,653
Taxes.....	919
Uncollectible bills.....	685
	44,257
Operating income.....	\$78,757
Interest revenues.....	4,211
Dividend revenues (Empire Gas and Electric Company stock).....	39,000
Gross income.....	\$121,968
Interest on funded debt.....	\$480
Other interest deductions.....	7,674
	8,154
Net corporate income.....	\$113,814
<i>Corporate surplus or deficit account for 1914:</i>	
	<i>Debits Credits</i>
Balance at beginning of year.....	\$48,977
Net corporate income for 1914.....	113,814
Re-valuation of Empire Gas and Electric Company stock.....	10,000
6% dividends on preferred stock.....	\$64,923
Balance at close of year.....	107,867
	\$172,790 \$172,790



*Principal officers:* President, E. H. Palmer; Vice-president, H. O. Palmer; Secretary, L. G. Hoskins; Treasurer, C. J. Root.

*Main business office:* Geneva.

#### **Empire Gas and Electric Company**

*Control by other corporation:* Entire capital stock owned by Empire Coke Company.

*Organization:* Incorporated April 11, 1911, under the Transportation Corporations Law. August 14, 1911, Inter-Urban Gas Company, incorporated January 21, 1903, under the Transportation Corporations Law (term fifty years), was merged into Empire Gas and Electric Company. January 11, 1906, Geneva Gas Company, incorporated July 10, 1897, under the Transportation Corporations Law (term fifty years), was merged into Inter-Urban Gas Company. August 4, 1911, Seneca Falls and Waterloo Gas Light Company, incorporated December 24, 1856 (term fifty years from December 22, 1856; certificate of extension for corporate existence of Inter-Urban Gas Company to January 21, 1953, dated January 9, 1906, filed January 11, 1906), under the act authorizing the formation of gas light companies, was merged into Inter-Urban Gas Company. December 4, 1911, Auburn Gas Company, incorporated December 18, 1901, under the Transportation Corporations Law (term fifty years), was merged into Empire Gas and Electric Company. December 28, 1901, The Auburn Gas Light Company, incorporated January 29, 1850, under the act for the formation of gas light companies (L. 1848, ch. 37), term fifty years from January 11, 1850; extended fifty years by certificate dated December 1, 1897, filed December 6, 1897, was merged into Auburn Gas Company.

Empire Gas and Electric Company purchased all property and franchises of the following companies: Auburn Light, Heat and Power Company, incorporated October 26, 1899, under the Transportation Corporations Law (December 21, 1900, The Auburn Electric Light Company incorporated December 21, 1885 [also certificate of incorporation filed May 2, 1884], under the General Manufacturing Law, under the name of Brush-Swan Electric Light Company of Auburn [term fifty years]; name changed to The Auburn Electric Light Company by order of the Supreme Court April 5, 1887, and the powers of which were extended to the supply of steam by certificate filed July 18, 1899, was merged into Auburn Light, Heat and Power Company, and the powers of the latter company were extended to the supply of steam from a central station); The Auburn Subway and Electric Company, incorporated January 10, 1902, under the Business Corporations Law (term one hundred years); and Citizens Light and Power Company of Auburn, N. Y., incorporated May 7, 1900, under the Transportation Corporations Law (term fifty years).

*Term of corporate existence:* Fifty years.

*Location of generating plants:* Electric: North street, Auburn; Coal gas: Water street, Auburn; Fall street, Seneca Falls; Main street, Waterloo; Wadsworth street, Geneva; Water gas: Clark street, Auburn.

*Principal officers:* President, E. H. Palmer; Vice-president, H. O. Palmer; Secretary, L. G. Hoskins; Treasurer, C. H. Pierce.

*Main business office:* 103 Castle street, Geneva.

#### **The Empire Gas and Fuel Company, Limited**

*Organization:* Incorporated August 4, 1885, under "An act to provide for the organization and regulation of certain business corporations" (L. 1875, ch. 611). The distributing plant of the Iroquois Natural Gas Company, supplying consumers in East Wellsville, was purchased as of September 1, 1914.

*Term of corporate existence:* Fifty years.

*Location of natural gas wells:* Allegany and Steuben counties.

*Principal officers:* President and Secretary, Harry Bradley; Vice-president and Treasurer, George H. Bradley.

*Main business office:* Wellsville.

#### **Eureka Gas Company**

*Organization:* Incorporated January 22, 1906, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Acetylene gas: Candor.

*Principal officers:* President, H. D. Heath; Vice-president, J. K. Holly; Secretary and Treasurer, F. L. Heath.

*Main business office:* Candor.

#### **The Fidelity Gas Company of Hoosick Falls, New York**

*Organization:* Incorporated October 13, 1899, under the provisions of the General Manufacturing Law (L. 1848, ch. 40). March 14, 1900, it merged Hoosick Falls Gas Light Company, incorporated May 31, 1889, under the act for the formation of gas light companies (L. 1848, ch. 37), term fifty years. See also certificate filed January 3, 1872 (term fourteen years).

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Coal gas: Hoosick Falls.

*Principal officers:* President, Joseph A. Duffy; Vice-president, Thomas C. Hinds; Secretary, George A. Wardell.

*Main business office:* 15 Exchange Place, Jersey City, N. J.

#### **Fishers Island Electric Light, Heat and Power Company**

*Organization:* Incorporated April 30, 1889, under the laws of the State of New Jersey.

*Term of corporate existence:* Not stated.

*Location of generating plant:* Electric: Fishers Island.

*Principal officers:* President, F. E. Hine; Secretary, Alfred L. Ferguson; Treasurer, Walton Ferguson.

*Main business office:* Fishers Island.

#### **The Fort Covington Light, Heat and Power Company**

*Organization:* Incorporated November 12, 1903, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Fort Covington.

*Principal officers:* President, P. Keefe; Secretary and Treasurer, W. S. H. Keefe.

*Main business office:* Fort Covington.

#### **Fort Plain Gas and Electric Light, Heat and Power Company**

*Organization:* Incorporated May 15, 1888, under the General Manufacturing Law (L. 1848, ch. 40).

*Term of corporate existence:* Fifty years from May 15, 1888.

*Location of generating plant:* Water gas: Fort Plain; Electric: All energy purchased from East Creek Electric Light and Power Company and Mohawk Hydro-Electric Company.

*Principal officers:* President, A. D. Sheffield; Vice-president, W. E. Diefendorf; Secretary and Treasurer, A. Dunn.

*Main business office:* Fort Plain.

#### **Franklin Springs Electric Light Company**

*Control by other corporation:* Majority of capital stock owned by Clinton Metallic Paint Company.

*Organization:* Incorporated January 31, 1905, under the Transportation Corporations Law. Rents line of College Hill Electric Light Company, incorporated February 1, 1905, under the Transportation Corporations Law (term fifty years).

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, D. D. Smyth; Vice-president, F. Hastings Smyth; Secretary and Treasurer, G. A. Rodenbaeck.

*Main business office:* Franklin Springs.

#### **Frost Gas Company**

*Organization:* Incorporated May 29, 1906, under laws of Delaware, with a general charter permitting operation as a natural gas company. Certificate authorizing transaction of business in New York filed July 10, 1906.

*Term of corporate existence:* Perpetual.

*Location of natural gas wells:* Towns of Sheridan, Pomfret, and Hanover.

*Principal officers:* President, W. H. Frost; Vice-president, T. J. Cummings; Secretary, H. W. Frost; Treasurer, C. J. Berg.

*Main business office:* Fredonia.

#### **Fulton Chain Electric Company**

*Organization:* Incorporated November 8, 1906, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Fulton Chain.

*Principal officers:* President, Frederick Cleveland; Vice-president, Frederick Kellogg; Secretary and Treasurer, J. G. Hoffman.

*Main business office:* Fulton Chain.

#### **Fulton County Gas and Electric Company**

*Control by other corporation:* Majority of capital stock owned by The United Gas Improvement Company.

*Organization:* Incorporated May 7, 1900, under the Transportation Corporations Law, and purchased the property, franchises, and capital stock of The Johnstown and Gloversville Gas Company, incorporated March 16, 1857, as The Johnstown Gas Light Company, under the act for the formation of gas light companies (L. 1848, ch. 37), term fifty years; name changed as above October 21, 1886, by order of the Supreme Court; and Gloversville Electric Company, incorporated July 31, 1889, under the General Manufacturing Law (L. 1848, ch. 40), and ch. 73 of the laws of 1882 (term fifty years from July 9, 1889). Also purchased the property, franchises, and capital stock of The Johnstown Electric Light and Power Company, incorporated March 15, 1887, under the act for the formation of gas light companies (term fifty years), and the same was merged May 23, 1900, into Fulton County Gas and Electric Company.

*Term of corporate existence:* Fifty years from May 7, 1900.

*Location of generating plants:* Electric: Gloversville, Johnstown; Water gas: Gloversville.

*Principal officers:* President, R. A. C. Smith; Vice-presidents, Walton Clark, Lewis Lillie; Secretary, G. W. Curran; Treasurer, James Ball.

*Main business office:* Gloversville.

#### **Fulton Fuel and Light Company**

*Organization:* Incorporated September 15, 1902, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Coal gas and water gas: 48 South First street, Fulton.

*Principal officers:* President, J. A. Foster; Vice-president, B. O. Tippy; Secretary, L. G. Adams; Treasurer, W. E. Moss.

*Main business office:* 48 South First street, Fulton.

#### **Fulton Light, Heat and Power Company**

*Organization:* Incorporated March 14, 1902, under the Transportation Corporations Law. Succeeded to the franchises, etc., of The Fulton Electric Light and Power Com-

pany, incorporated February 24, 1891, under the General Manufacturing Law (L. 1848, ch. 40).

*Term of corporate existence:* Fifty years.

*Location of generating plants:* Electric: East side lower dam; Van Buren and North 6th streets, Fulton.

*Principal officers:* President, M. J. Warner; Vice-president, L. W. Emerick; Secretary and Treasurer, T. C. Clark.

*Main business office:* 103 Oneida street, Fulton.

#### **The Garden City Company**

*Organization:* Domestic corporation, incorporated January 20, 1893, under the Business Corporations Law, to acquire, hold, and lease real and personal property, etc.

*Location of generating plant:* Electric: Garden City.

*Remarks:* Returns incomplete; not tabulated. The corporation owns a large amount of real property in Nassau county which has been developed. As an incident to the developing of said property, the company maintains on the property a plant for the generation of electricity which it distributes for its own use and for sale to its tenants and other residents of Garden City. No balance sheet is reported, but it is stated that capital stock to the par value of \$2,497,600 was outstanding at close of year. Total revenues from electric operations during 1914 are given as \$16,956, of which \$5517 was credited "by company's own use"; and total operating expenses, taxes, and uncollectible bills are reported as \$10,889. The number of meters owned at close of year is given as 213.

*Principal officers:* President, A. W. Evarts; Vice-president, Devereux Emmet; Secretary, Charles S. Butler; Treasurer, Lorenzo Semple.

*Main business office:* Garden City.

#### **The Gas Light Company of Waverly**

*Organization:* Incorporated January 6, 1873, under the act for the formation of gas light companies. Owns stock and bonds of Athens and Sayre Gas Company.

*Term of corporate existence:* Fifty years from January 2, 1873.

*Location of generating plant:* Coal gas: Waverly (not operated during 1914).

*Principal officers:* President, R. F. Page; Secretary, J. G. Pembleton; Treasurer, O. L. Haverly.

*Main business office:* Waverly.

#### **General Transmission Company**

*Control by other corporation:* Entire capital stock owned by Buffalo General Electric Company.

*Organization:* Incorporated May 23, 1905, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, William R. Huntley; Vice-president, George Urban, jr.; Secretary and Treasurer, Horace L. Mann.

*Main business office:* Electric Building, 39 Genesee street, Buffalo.

#### **Genesee Light and Power Company**

*Organization:* Incorporated September 23, 1909, as a reorganization of The Genesee County Electric Light, Power and Gas Company, incorporated May 26, 1905, under the Transportation Corporations Law; amended certificate (territory) filed April 26, 1907. December 1, 1913, it acquired the lighting plant and property of the United States Gypsum Company in Oakfield.

*Term of corporate existence:* Fifty years (The Genesee County Electric Light, Power and Gas Company).

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President and Treasurer, Walter C. Lewis; Vice-president, Rudolph F. Rabe; Secretary, M. W. Comstock.

*Main business office:* 40-42 Ellicott street, Batavia.



**Genesee Valley Power Company**

*Organization:* Incorporated September 23, 1904, under the Business Corporations Law.

*Term of corporate existence:* Perpetual.

*Location of generating plant:* Electric: near Fillmore.

*Principal officers:* President and Treasurer, W. L. Young; Vice-president, Emma D. Young; Secretary, H. G. Young.

*Main business office:* Fillmore.

**The Genesee Gas Light Company**

*Organization:* Incorporated April 12, 1860, under the act for the formation of gas light companies; powers extended to the supply of electricity by certificate filed July 9, 1894.

*Term of corporate existence:* Fifty years; extended fifty years from April 10, 1910, by certificate dated March 10, 1910, filed March 14, 1910.

*Location of generating plants:* Electric: Genesee; Coal gas and water gas: Genesee.

*Principal officers:* President, William A. Brodie; Secretary and Treasurer, George B. Adams.

*Main business office:* Genesee.

**Glen Cove Light and Power Company**

*Organization:* Incorporated July 31, 1903, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, Harvey S. Ladew; Vice-president, Mrs. Charles Wall; Secretary, James I. Taylor.

*Main business office:* Glen Cove.

**Glens Falls Gas and Electric Light Company**

*Control by other corporation:* Entire capital stock owned by Utica Gas and Electric Company.

*Organization:* Incorporated July 20, 1899, as a consolidation of The Glens Falls Electric Light and Power Company, Limited, incorporated January 31, 1884, under "An act to provide for the organization and regulation of certain business corporations" (L. 1875, ch. 611), term fifty years from January 21, 1884; and Glens Falls Gas Light Company, incorporated June 17, 1854, under the act for the formation of gas light companies (L. 1848, ch. 37), term fifty years from June 15, 1854.

*Term of corporate existence:* Fifty years.

*Location of generating plants:* Electric: Glens Falls (not operated during 1914); Coal gas: Glens Falls.

*Principal officers:* President, James C. Brady; Vice-president, William E. Lewis; Secretary, M. J. Brayton; Treasurer, George H. Stack.

*Main business office:* Glens Falls.

**Gorham Marl and Natural Gas Company**

*Organization:* Incorporated May 25, 1906, under the Business Corporations Law. Succeeded to the franchises and property of Gorham Natural Gas and Mining Company, incorporated October 8, 1903, under the Business Corporations Law (term fifty years).

*Term of corporate existence:* Seventy-five years.

*Location of natural gas wells:* Gorham.

*Principal officers:* President, A. D. Allen; Vice-president, C. M. Thompson; Secretary, C. D. Seofield; Treasurer, A. M. Phillips.

*Main business office:* Gorham.

**Goshen Illuminating Company**

*Organization:* Incorporated October 9, 1905, under the Transportation Corporations Law. Took over the property and franchises formerly owned by Goshen Gas and Fuel Company, incorporated April 29, 1902, under the Trans-

portation Corporations Law (term fifty years), which in turn took over the franchises of Goshen Gas Light Company, incorporated June 13, 1879, under the act for the formation of gas light companies (L. 1848, ch. 37), term fifty years.

*Term of corporate existence:* Fifty years from October 9, 1905.

*Location of generating plant:* Coal gas: Goshen.

*Principal officers:* President and Treasurer, John H. Findlay; Secretary, Benjamin J. Macdonald.

*Main business office:* Goshen.

**The Goshen Light and Power Company**

*Control by other corporation:* Majority of capital stock owned by Orange County Engineering Company.

*Organization:* Incorporated September 21, 1891, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President and Treasurer, R. W. Smith; Secretary, W. A. Wells.

*Main business office:* Monroe.

**Gowanda Natural Gas Company**

*Organization:* Incorporated December 8, 1896 (law not stated; filed with transportation corporations).

*Term of corporate existence:* Fifty years.

*Location of natural gas wells:* Near Gowanda.

*Principal officers:* President, Secretary, and Treasurer, Michael McIntyre.

*Main business office:* Gowanda.

**Granby and Hemenway Gas Company, Inc.**

*Organization:* Incorporated July 8, 1914, under the Business Corporations Law.

*Term of corporate existence:* Perpetual.

*Location of natural gas wells:* Naples.

*Principal officers:* President, Mrs. Edna A. Hemenway; Secretary, James W. Granby; Treasurer, George R. Granby.

*Main business office:* Naples.

**Granville Electric and Gas Company**

*Organization:* Incorporated August 26, 1903, under the Transportation Corporations Law. It acquired the franchises, etc., of Granville Electric Light and Power Company (electric), incorporated May 16, 1899, under the Transportation Corporations Law (term fifty years); and Granville Light, Power and Fuel Company (gas), incorporated February 3, 1902, under the Transportation Corporations Law (term fifty years).

*Term of corporate existence:* Fifty years.

*Location of generating plants:* Electric: Granville; Water gas: Granville.

*Principal officers:* President, B. G. Higley; Vice-presidents, F. T. Pember, George Tait; Secretary and Treasurer, Grace M. Flood.

*Main business office:* Granville.

**The Great Bear Light and Power Company**

See Schenevus Electric Light and Power Company.

*Organization:* Incorporated September 30, 1907, under the Transportation Corporations Law. The property and franchises of Schenevus Electric Light and Power Company were purchased December 1, 1914, effective January 1, 1915.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: East Worcester.

*Principal officers:* President, J. L. Elliott; Secretary, Joseph Hinchman; Treasurer, William F. Sharpe.

*Main business office:* East Worcester.

**Gregory Electric Company, Inc.**

*Organization:* Incorporated June 4, 1913, under the Transportation Corporations Law, and succeeded to the plant of A. W. Gregory, doing business as Northern Light Company.

*Term of corporate existence:* Twenty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President and Treasurer, A. W. Gregory; Vice-president, A. Sophia Gregory; Secretary, Edna M. Gregory.

*Main business office:* Morristown.

**The Halfmoon Light, Heat and Power Company**

*Organization:* Incorporated August 16, 1899, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plants:* Electric: Mechanicville (not operated during 1914); Water gas: Mechanicville.

*Principal officers:* President, J. C. Duncan; Vice-president, E. H. Strong; Secretary, H. O. Bailey; Treasurer, W. L. Howland.

*Main business office:* Mechanicville.

**Hammondsport Electric Light Company**

*Organization:* Incorporated July 14, 1902, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Hammondsport.

*Principal officers:* President, C. A. Champlin; Vice-president, P. G. Zimmer; Secretary and Treasurer, J. L. Hubbs.

*Main business office:* Hammondsport.

**The Hannawa Falls Water Power Company**

*Organization:* Incorporated March 30, 1899, under the Business Corporations Law. October 3, 1906, Edwin A. Merrit, jr., was appointed receiver by the Supreme Court. Receivership discharged July 5, 1913.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Near Hannawa Falls.

*Principal officers:* President, William B. Cogswell; Vice-president, E. J. Page; Treasurer, F. A. Stoughton.

*Main business office:* Potsdam.

**Harrisville Electric Light and Power Company**

*Organization:* Incorporated December 5, 1904, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, Mark S. Wilder; Vice-president and Treasurer, Don F. Sprague; Secretary, Frank Wilder.

*Main business office:* Harrisville.

**Hartwick Power Company**

*Control by other corporation:* Entire capital stock owned by Otsego and Herkimer Railroad Company.

*Organization:* Incorporated December 27, 1909, under the Transportation Corporations Law; amended certificate (amount of stock and territory) filed March 26, 1910; second amended certificate (territory) filed April 6, 1910. About April 1, 1911, acquired hydro-electric development system of Susquehanna River Power Company, incorporated February 17, 1908, under the Business Corporations Law (term one hundred years).

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, J. B. Mayer; Vice-president, W. Boardman Reed; Secretary, J. L. DeRosset; Treasurer, S. W. Mower.

*Main business office:* Cooperstown.

**Hermon Electric Light Company**

*Organization:* Incorporated September 11, 1905, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, G. T. Chancy; Vice-president, Florence Popple; Secretary and Treasurer, W. G. Popple.

*Main business office:* Hermon.

**Higley Falls (Snell Power Company)**

Unincorporated electric plant. A resolution of the Public Service Commission, Second District, dated February 12, 1914, approved *nunc pro tunc* the construction and operation of a power plant at Higley Falls in the town of Colton, St. Lawrence county. The power plant was finally completed and equipped with machinery for the production of electric power on or about June 1, 1913. No report had been filed by this company at date of going to press.

**Hilton Electric Light, Power and Heat Company**

*Organization:* Incorporated September 15, 1909, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Hilton.

*Principal officers:* President, J. E. Cooper; Vice-president and Secretary, M. D. Holbrook; Treasurer, A. B. Fraser.

*Main business office:* Hilton.

**Home Gas Company**

*Organization:* Incorporated June 7, 1897, under the Business Corporations Law.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of natural gas.

*Principal officers:* President, F. H. Raymond; Vice-president, L. J. White; Secretary and Treasurer, John J. Roberts.

*Main business office:* Ceres.

**Homer and Cortland Gas Light Company**

*Control by other corporation:* Majority of capital stock owned by Associated Gas and Electric Company.

*Organization:* Incorporated October 13, 1860, under the act for the formation of gas light companies.

*Term of corporate existence:* Fifty years; extended fifty years by certificate dated June 11, 1909, filed June 18, 1909; further certificate of extension for fifty years from October 13, 1910, filed June 13, 1914, by order of Supreme Court.

*Location of generating plant:* Coal gas: Homer Road.

*Principal officers:* President, J. H. Pardee; Vice-presidents, C. A. Greenidge, J. I. Mange; Secretary and Treasurer, H. B. Brown.

*Main business office:* 43 Exchange Place, New York city.

**Hoosac River Electric Light and Power Company**

*Control by other corporation:* Majority of capital stock owned by Schenectady Power Company.

*Organization:* Incorporated August 18, 1903, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.



*Principal officers:* President, George E. Greene; Vice-president, Howard W. Starr; Secretary and Treasurer, James O. Carr.

*Main business office:* Schaghticoke.

#### **Hornell Electric Company**

*Organization:* Incorporated April 26, 1886, as The American Illuminating Company of Hornellsville, under the General Manufacturing Law; name changed by order of Supreme Court April 15, 1907, to Hornell Electric Company. In 1899 purchased the franchises and property of The American Heating Company of Hornellsville, incorporated August 23, 1898, under the Business Corporations Law (term fifty years).

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Hornell.

*Principal officers:* President, H. L. Elkins; Vice-presidents, E. F. McCabe, L. T. Mason; Secretary, R. S. Smyth; Treasurer, William Maul Measey.

*Main business office:* Hornell.

#### **Hornell Gas Light Company**

*Organization:* Incorporated June 27, 1894, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of natural gas.

*Principal officers:* President, Harry Bradley; Vice-president, George H. Bradley; Secretary and Treasurer, Justin B. Bradley.

*Main business office:* Hornell.

#### **Huntington Gas Company**

*Control by other corporation:* Entire capital stock owned by Huntington Light and Power Company.

*Organization:* Incorporated September 18, 1895, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Water gas: Huntington Harbor.

*Principal officers:* President, H. S. Brush; Secretary and Treasurer, Douglass Conklin.

*Main business office:* Huntington.

#### **Huntington Light and Power Company**

*Organization:* Incorporated September 3, 1902, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Huntington Harbor.

*Principal officers:* President, Henry S. Brush; Vice-president, W. J. Matheson; Secretary and Treasurer, Douglass Conklin.

*Main business office:* Huntington.

#### **Hydro-Electric Power Company**

*Organization:* Incorporated under the name of The Theresa Woolen Company, May 13, 1907, under the Business Corporations Law; August 1, 1909, name changed as above.

*Term of corporate existence:* Fifty years (The Theresa Woolen Company).

*Location of generating plant:* Electric: Theresa.

*Principal officers:* President, Frederick L. Santway; Vice-president, James B. Voek; Secretary and Treasurer, George P. Schwarz.

*Main business office:* Theresa.

#### **International Power and Transmission Company**

*Organization:* Incorporated May 15, 1905, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, George Bullock; Vice-president, S. J. Dill; Secretary and Treasurer, E. E. Omeyer.

*Main business office:* 117 Main street, Lockport.

#### **Inter-Village Electric Corporation**

*Organization:* Incorporated October 23, 1912, under the Transportation Corporations Law. Succeeded April 1, 1913, to the property and franchises of Howard A. Pierce Electric Light Company, incorporated September 25, 1909, under the Transportation Corporations Law (term fifty years).

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, Albert Dodge; Secretary, W. F. Nurzey; Treasurer, George T. Ballachey.

*Main business office:* Hamburg.

#### **Iroquois Natural Gas Company**

*Control by other corporation:* Majority of capital stock owned by National Fuel Gas Company.

*Organization:* Incorporated May 20, 1911, under the Business Corporations Law. July 1, 1912, it acquired the franchises, works, systems, and property of the following companies: The Buffalo Natural Gas Fuel Company; Springville Natural Gas Company; New Angola Gas Company; Salamanca Gas Company; Clear Creek Oil and Gas Company; United Natural Gas Company (portion in New York state); also the private plant of W. W. Richardson. November 1, 1912, it acquired the franchises, etc., of Lancaster-Depew Natural Gas Company. In October, 1912, a sale of the franchises, etc., of Armor Gas and Oil Company to Iroquois Natural Gas Company was made; certificate of voluntary dissolution of the former company filed July 7, 1913. August 15, 1912, the Commission authorized the assignment of a franchise in the village of Little Valley granted to United Natural Gas Company, to Iroquois Natural Gas Company. November 18, 1913, the Commission approved the transfer of plant and property of Reed Brothers & Co. and John N. Lockwood, in Lackawanna, to this company. January 24, 1914, it acquired the plant and franchises of Frontier Natural Gas Company, which company was voluntarily dissolved by certificate filed April 16, 1914. April 27, 1914, it acquired one producing well and gathering lines from Nenno Gas and Oil Company, and July 29, 1914, the properties of the LaQuinn Gas Company in the town of East Hamburg.

*Term of corporate existence:* Fifty years.

*Location of natural gas wells:* Allegany, Cattaraugus, and Erie counties.

*Principal officers:* President, W. W. Richardson; Vice-president, L. M. Bass; Secretary, B. C. Oliphant; Treasurer, W. M. Cusack.

*Main business office:* 206 Iroquois Building, Buffalo.

#### **Lessor Company**

**Erie County Natural Gas Fuel Company, Limited:** Incorporated November 13, 1889, under "An act to provide for the organization and regulation of certain business corporations" (L. 1875, ch. 611) term fifty years.

*Remarks:* Returns incomplete; not tabulated. This corporation reports that it no longer has a field of production. Its mains and service pipes in Buffalo have been leased to the Buffalo Natural Gas Fuel Company at a flat annual rental of \$6000, but upon the sale of the latter company's properties to the Iroquois Natural Gas Company the lease was assigned to the last named company. Balance sheet December 31, 1914:

<i>Assets Side:</i>	
Cash.....	\$33,088
Fixed capital.....	133,329
Land.....	4,000
Suspense.....	351,018
Total.....	\$521,435
<i>Liabilities Side:</i>	
Common stock.....	\$475,000
Corporate surplus.....	46,435
Total.....	\$521,435

The income and corporate surplus or deficit accounts for 1914 are not reported.

*Principal officers:* President, F. X. Binz; Vice-president, A. W. Hickman; Secretary, Joseph P. Schlattner; Treasurer, E. G. S. Miller.

*Corporate office:* 360 Main street, Buffalo.

#### **Ithaca Electric Light and Power Company**

*Control by other corporation:* Entire capital stock owned by Associated Gas and Electric Company.

*Organization:* Incorporated June 9, 1903, under the Transportation Corporations Law. Succeeded to Brush-Swan Electric Light Company of Ithaca, N. Y., incorporated December 11, 1884, under the General Manufacturing Law.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, J. H. Pardee; Vice-presidents, C. A. Greenidge, J. I. Mange; Secretary and Treasurer, H. B. Brown.

*Main business office:* Ithaca.

#### **The Ithaca Gas Light Company**

*Control by other corporation:* Majority of capital stock owned by Associated Gas and Electric Company.

*Organization:* Incorporated October 28, 1852, under the act authorizing the formation of gas light companies (L. 1848, ch 37).

*Term of corporate existence:* Fifty years from October 25, 1852; certificate of extension for fifty years dated October 21, 1901, filed November 12, 1901.

*Location of generating plant:* Coal gas and water gas: Ithaca.

*Principal officers:* President, J. H. Pardee; Vice-presidents, C. A. Greenidge, J. I. Mange; Secretary and Treasurer, H. B. Brown.

*Main business office:* Ithaca.

#### **Jamestown Lighting and Power Company**

*Organization:* Incorporated August 25, 1902, under the Transportation Corporations Law. Succeeded to the franchises and property of Jamestown Electric Light and Power Company, incorporated June 17, 1887, under the General Manufacturing Law (term fifty years from June 17, 1887).

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Jamestown (not operated since January, 1914; partly dismantled).

*Principal officers:* President, A. N. Broadhead; Vice-president, S. B. Broadhead; Secretary and Treasurer, Albert S. Price.

*Main business office:* 316 North Main street, Jamestown.

#### **The Jeffersonville Gas Company**

Formerly supplied gasoline gas in the unincorporated village of Jeffersonville. A letter dated March 17, 1915, signed by C. G. Yager, former secretary of this company, states that "The Jeffersonville Gas Company is no longer in business". No further reports will be required.

#### **Jordan Electric Light and Power Company**

*Organization:* Incorporated September 25, 1888, under the General Manufacturing Law (L. 1848, ch. 40).

*Term of corporate existence:* Fifty years from September 24, 1888.

*Location of generating plant:* Electric: Jordan.

*Principal officers:* President, Secretary, and Treasurer, S. L. Rockwell.

*Main business office:* Jordan.

#### **Kanes Falls Electric Company**

*Organization:* Incorporated June 14, 1898, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plants:* Electric: Kanes Falls, Truthville, Granville.

*Principal officers:* President, Eugene L. Ashley; Vice-president, D. C. Ashley; Secretary and Treasurer, J. Melvin Adams.

*Main business office:* 40 Warren street, Glens Falls.

#### **Katonah Lighting Company**

*Organization:* Incorporated May 27, 1907, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Bedford Hills.

*Principal officers:* President, Edward P. Barrett; Vice-president, Alfred F. Avery; Secretary, Arthur M. Cornell; Treasurer, Robertson T. Barrett.

*Main business office:* Katonah.

#### **Kerhonkson (Charles H. Stokes)**

Unincorporated electric plant. Mr. Stokes purchases electric energy from the Honk Falls Power Company, and distributes it in the villages of Kerhonkson, Port Ben, Wawarsing, and vicinity. He states that he received \$2435 from the sale of electric energy during 1914, and paid the Honk Falls Power Company \$1579, leaving a balance to him of \$856. He estimates his expenditures on the lines, etc., at \$500.

#### **Keyes Electric Company**

*Organization:* Incorporated January 9, 1908, under the Transportation Corporations Law. Purchased at foreclosure sale, property and franchises of Consolidated Electric Light and Power Company of Gowanda, N. Y., incorporated October 4, 1902, under the Transportation Corporations Law (term fifty years).

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Gowanda.

*Principal officers:* President and Treasurer, G. G. Keyes; Vice-president, Jennie E. Keyes; Secretary, J. G. Keyes.

*Main business office:* Gowanda.

#### **Keystone Gas Company**

*Organization:* Incorporated February 8, 1881, under the laws of Pennsylvania.

*Term of corporate existence:* Not stated.

*Nature of service:* Transmission and distribution of natural gas.

*Principal officers:* President, John L. Emerson; Vice-president, J. A. Johnson; Secretary and Treasurer, J. N. Pew, jr.

*Main business office:* 1421 Chestnut street, Philadelphia, Penna.

#### **Kingston Gas and Electric Company**

*Control by other corporation:* Majority of capital stock owned by The American Gas Company.

*Organization:* Incorporated May 21, 1902, under the Transportation Corporations Law. January 14, 1905, merged The Kingston Electric Company, incorporated August 26, 1892, as a consolidation of The Kingston Electric Light, Heat and Power Company, incorporated November 13, 1888, under the General Manufacturing Law (term fifty years), which took over the property and franchises of The Kingston and Rondout Schuyler Electric Light Company, incorporated January 30, 1886, under the act for the formation of gas light companies (term fifty years); and Rondout and Kingston Gas Light Company, incorporated May 27, 1854, under the act for the formation of gas light companies (L. 1848, ch. 37), term fifty years from May 1, 1854.

*Term of corporate existence:* Fifty years; extended fifty years by certificate dated December 14, 1904, filed January 4, 1905.



*Location of generating plants:* Electric: 113 Jansen avenue, Kingston; Coal gas and water gas: East Strand and North streets, Kingston.

*Principal officers:* President, Morris W. Stroud; Vice-president, S. P. Curtis; Secretary, W. L. Fox; Treasurer, J. B. Townsend, 3rd.

*Main business office:* 611 Broadway, Kingston.

#### **Lackawanna-Reserve Gas Company**

*Organization:* Incorporated February 7, 1911, under the Business Corporations Law. Succeeded to the franchises, etc., of Reserve Gas Company, unincorporated, organized in February, 1906.

*Term of corporate existence:* One hundred years.

*Location of natural gas wells:* West Seneca.

*Principal officers:* President, H. S. Jones; Vice-president, Edward Letchworth; Secretary and Treasurer, I. B. Reed.

*Main business office:* 206 Iroquois Building, Buffalo.

#### **The LeRoy Hydraulic Electric Gas Company**

*Organization:* Incorporated August 22, 1895, under the Transportation Corporations Law, as The LeRoy Hydraulic Electric Company; certificate of extension of powers to supply gas filed January 25, 1904; name changed as above from April 15, 1904, by order filed March 16, 1904. Acquired franchises, etc., of The LeRoy Gas and Electric Company, incorporated September 21, 1899, under the Transportation Corporations Law (term fifty years).

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: LeRoy.

*Principal officers:* President, Charles F. Prentice; Vice-president and Treasurer, D. C. Howard Prentice; Secretary, John C. Ross.

*Main business office:* LeRoy.

#### **Lewiston and Lake Ontario Shore Power Company**

*Organization:* Incorporated August 21, 1911, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, Charles H. Tugwell; Vice-president, John L. Hall; Secretary, Clarence J. Baker; Treasurer, J. Boardman Scovell.

*Main business office:* Lewiston.

#### **Liberty Light and Power Company**

*Control by other corporation:* Majority of capital stock owned by Loomis Sanatorium.

*Organization:* Incorporated August 25, 1897, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Liberty.

*Principal officers:* President, Henry R. Taylor; Vice-president, Moses Taylor; Secretary and Treasurer, James J. Donohue.

*Main business office:* Liberty.

#### **Lima-Honeoye Light and Railroad Company**

*Organization:* See Electric Railroad Corporations.

*Term of corporate existence:* Fifty years, by certificate of Lima-Honeoye Light Company filed June 25, 1910; nine hundred years by amended certificate of Lima-Honeoye Light and Railroad Company filed September 12, 1910.

*Location of generating plant:* Electric: between Lima and Honeoye Falls.

*Principal officers:* President, Mortimer D. Gould; Vice-president, William C. Likly; Secretary, Donald M. Lewis; Treasurer, Alexander Russell.

*Main business office:* Avon.

#### **Lessor Company**

**Lima-Honeoye Electric Light and Railroad Company:** The property of this corporation is leased to and operated by Lima-Honeoye Light and Railroad Company.

*Remarks:* Returns incomplete; not tabulated. The balance sheet as of December 31, 1914, shows \$24,370 as the cost of plant and equipment, \$5000 common stock, and a surplus of \$19,370. It is stated that there were no revenues and no expenses during 1914.

*Principal officers:* President, Alvin H. Dewey; Secretary, George H. Bliven.

*Corporate office:* 440 Powers Building, Rochester.

#### **Livingston Manor Electric Company**

*Organization:* Incorporated October 29, 1904, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: near Livingston Manor.

*Principal officers:* President, F. M. Woolsey; Vice-president, V. A. Finch; Secretary and Treasurer, W. R. Woolsey.

*Main business office:* Livingston Manor.

#### **Livingston-Niagara Power Company**

*Organization:* Incorporated August 7, 1909, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, Merton E. Lewis; Vice-presidents, Quiney W. Hershey, Charles J. Brown; Secretary, Henry G. Strong; Treasurer, Henry C. Brewster.

*Main business office:* Avon.

#### **The Livonia Light and Heat Company**

*Organization:* Incorporated March 16, 1905, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Livonia.

*Principal officers:* President, William W. Dake; Secretary, Donald M. Lewis; Treasurer, Alexander Russell.

*Main business office:* Avon.

#### **Lockport Light, Heat and Power Company**

*Control by other corporation:* Majority of capital stock owned by Lockport Gas and Electric Light Company.

*Organization:* Incorporated May 28, 1907, under the Transportation Corporations Law. Under authority of the Commission's order of December 21, 1907, it acquired the properties and franchises of Lockport Gas and Electric Light Company, incorporated July 17, 1894, under the Transportation Corporations Law (term fifty years); powers extended to supply of steam from a central station by certificate filed July 24, 1906; and Economy Light, Fuel and Power Company, incorporated May 31, 1905, under the Transportation Corporations Law (term fifty years).

*Term of corporate existence:* Fifty years.

*Location of generating plants:* Electric: Elno street; Race street, Lockport; Coal gas and water gas: Corner Transit, LaGrange, and Saxton streets, Lockport.

*Principal officers:* President, S. J. Dill; Vice-president, George Bullock; Secretary and Treasurer, Henry Morgan.

*Main business office:* 113-115 Main street, Lockport.

#### **Long Island Lighting Company**

*Organization:* Incorporated December 31, 1910, under the Transportation Corporations Law. June 19, 1911, it merged the following companies: Amityville Electric Light Company, incorporated October 5, 1892, under the Transportation Corporations Law (term fifty years); The Northport Electric Light Company, incorporated April 3, 1893, under the Transportation Corporations Law (term fifty years); The Sayville Electric Company, incorporated June 9, 1900, under the Transportation Corporations Law

(term fifty years); and The Islip Electric Light Company, incorporated November 11, 1909, under the Transportation Corporations Law (term fifty years). August 5, 1914, the Commission granted an order permitting Sag Harbor Lighting Company, incorporated January 29, 1902, under the Transportation Corporations Law (term fifty years), to transfer its works and property to this company; also permitting Henry F. Cook to transfer certain franchises to this company.

*Term of corporate existence:* Fifty years.

*Location of generating plants:* Electric: Northport, Sayville, Amityville, Islip (not fully equipped).

*Principal officers:* President, Ellis L. Phillips; Vice-president, George W. Olmsted; Secretary, Henry R. Frost; Treasurer, Gurney E. Lott.

*Main business office:* 50 Church street, New York.

#### **Macedon Milling Company (Edwin Youngs)**

Unincorporated electric plant. Returns incomplete; not tabulated. It appears that about \$690 was paid for electric energy purchased, and \$700 received from the sale thereof. The cost of plant and equipment is given as \$4000.

#### **Madrid Electric Light Company, Inc.**

*Organization:* Incorporated October 10, 1912, under the Transportation Corporations Law; succeeded to the plant, etc., of A. D. Whitney.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Madrid.

*Principal officers:* President and Treasurer, A. D. Whitney; Vice-president, A. C. Meeker; Secretary, F. J. Merriman.

*Main business office:* Madrid.

#### **Malone Light and Power Company**

*Organization:* Incorporated May 4, 1899 (amended certificate filed June 25, 1914), as a consolidation of The Malone Light, Heat, Power and Coal Company, incorporated November 30, 1892, as a consolidation (term twenty-five years) of The Malone Gas Company, incorporated April 22, 1871, under the act for the formation of gas light companies (L. 1847, ch. 37), term fifty years, and The Malone Electric Light and Power Company, incorporated August 9, 1886, under the same act (term fifty years); and High Falls Electric Company, incorporated March 22, 1899, under the Transportation Corporations Law (term fifty years). July 1, 1914, this company merged Franklin County Hydraulic Corporation, incorporated March 19, 1913, under the Business Corporations Law (term perpetual).

*Term of corporate existence:* Fifty years.

*Location of generating plants:* Electric: High Falls, Malone, Chasm Falls; Coal gas: Malone.

*Principal officers:* President, M. S. Wilder; Vice-president, B. R. Clark; Secretary and Treasurer, H. C. Wilder.

*Main business office:* Malone.

#### **Marcellus Lighting Company, Inc.**

*Organization:* Incorporated November 8, 1912, under the Transportation Corporations Law; succeeded to the plant, etc., of Frank W. Knapp.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, S. Slocombe; Vice-president and Treasurer, F. W. Knapp; Secretary, Marion E. Knapp.

*Main business office:* Marcellus.

#### **Margaretville Gas Light Company**

*Organization:* Incorporated June 1, 1905, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years from June 1, 1905.

*Location of generating plant:* Gasoline gas: Margaretville.

*Principal officers:* President, J. N. Hitt; Vice-president, W. H. Brown; Secretary, H. Rotemund; Treasurer, N. D. Olmstead.

*Main business office:* Margaretville.

#### **Marion Power Company**

*Organization:* Incorporated February 21, 1911, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, G. R. Mills; Vice-president and Secretary, C. W. Mills; Treasurer, Willard H. Richardson.

*Main business office:* 28 Main street, Sodus.

#### **The Massena Electric Light and Power Company**

*Control by other corporation:* Majority of capital stock owned by The St. Lawrence Securities Company.

*Organization:* Incorporated February 6, 1899, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, Arthur V. Davis; Vice-president and Secretary, G. R. Gibbons; Treasurer, F. A. Stoughton.

*Main business office:* Potsdam.

#### **Mechanicville Electric Light and Gas Company**

*Organization:* Incorporated May 26, 1902, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Willow Glen.

*Remarks:* Returns incomplete; not tabulated. The statement of assets and liabilities is incomplete, but the following items are reported: Assets: Cash \$144, materials and supplies \$401, fixed capital \$6886; \$5000 capital stock is shown as outstanding, and it is stated that there were judgments and mortgages totaling \$34,884 against the respondent at close of year. The following information is also given: Operating revenues, \$13,225; operating expenses, \$14,432; taxes, \$87; uncollectible bills, \$1815. Consumers' meters in service at close of year, 744.

*Principal officers:* President and Treasurer, Edwin Farrow; Vice-president, A. Greenaway; Secretary, M. J. Farrow.

*Main business office:* Willow Glen.

#### **The Merchants Gas Company of South Otselic, N. Y.**

*Organization:* Incorporated May 6, 1896, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Gasoline gas: South Otselic.

*Principal officers:* President, E. J. Stack; Vice-president, W. M. Reynolds; Secretary, F. E. Cox; Treasurer, J. S. Brown.

*Main business office:* South Otselic.

#### **Mexico Electric Company**

*Organization:* Incorporated September 10, 1890, under the General Manufacturing Law (L. 1848, ch. 40).

*Term of corporate existence:* Fifty years from September 10, 1890.

*Location of generating plant:* Electric: one mile south of village of Mexico.

*Principal officers:* President and Treasurer, S. B. Storer; Vice-president and Secretary, E. M. White.

*Main business office:* 724 University Block, Syracuse.



### **The Middleburgh and Schoharie Electric Light, Heat and Power Company**

*Organization:* Incorporated August 7, 1900, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Frisbieville.

*Principal officers:* President, Daniel D. Frisbie; Vice-president, N. D. Manning; Secretary, G. Norton Frisbie; Treasurer, Frank A. Sullivan.

*Main business office:* Middleburgh.

### **Middleport Gas and Electric Light Company**

*Organization:* Incorporated May 2, 1901, under the Transportation Corporations Law. Succeeded to the franchises, etc., of Middleport Power Company, incorporated February 17, 1899, under the Transportation Corporations Law (term fifty years).

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, Edgar Knapp; Vice-president, E. J. Lewis; Secretary, F. M. Smith; Treasurer, J. J. Mack.

*Main business office:* Middleport.

### **Middleville Electric Light Company**

*Organization:* Incorporated July 7, 1904, under the Transportation Corporations Law.

*Term of corporate existence:* Forty-nine years.

*Location of generating plant:* Electric: Middleville.

*Principal officers:* President, Fred W. Begent; Vice-president, Anna F. Begent; Secretary and Treasurer, Florence D. Begent.

*Main business office:* Middleville.

### **Millbrook Gas and Electric Company**

*Organization:* Incorporated December 3, 1898, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Acetylene gas: Millbrook.

*Principal officers:* President, A. E. Dieterich; Vice-president, G. Howard Davison; Secretary and Treasurer, Walter F. Haight.

*Main business office:* Bank of Millbrook, Millbrook.

### **The Millerton Electric Light Company**

*Control by other corporation:* Majority of capital stock owned by The Connecticut Power Company.

*Organization:* Incorporated October 4, 1907, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, Frederick P. Royce; Vice-president, Guy L. Weymouth; Secretary, William T. Crawford; Treasurer, Henry B. Sawyer.

*Main business office:* Millerton.

### **Mineville Light, Heat and Power Company**

*Control by other corporation:* Majority of capital stock owned by Witherbee Sherman Company.

*Organization:* Incorporated October 18, 1909, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, S. LeFine; Vice-president, H. Comstock; Secretary and Treasurer, William V. Bartlett.

*Main business office:* Mineville.

### **Mohawk Gas Company of Schenectady**

*Control by other corporation:* Majority of capital stock owned by Schenectady Illuminating Company.

*Organization:* Incorporated December 18, 1894, under the Transportation Corporations Law; originally The Schenectady Gas Light Company, incorporated September 16, 1872, under the act for the formation of gas light companies (term fifty years).

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Coal gas and water gas: 35 Villa road, Schenectady.

*Principal officers:* Vice-president, Henry W. Peek; Secretary and Treasurer, James O. Carr.

*Main business office:* 509-511 State street, Schenectady.

### **Mohawk Hydro-Electric Company**

*Organization:* Incorporated May 17, 1910, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Ephratah.

*Principal officers:* President, William Barclay Parsons; Vice-president, H. M. Brinckerhoff; Secretary, A. J. Nichols; Treasurer, G. G. Beals.

*Main business office:* 60 Wall street, New York city.

### **The Montgomery Electric Light and Power Company**

*Control by other corporation:* Majority of capital stock owned by Beech Nut Packing Company.

*Organization:* Incorporated February 27, 1899, under the Transportation Corporations Law, and succeeded to the franchises and property of The Canajoharie Electric Light and Power Company, incorporated March 8, 1895, under the Transportation Corporations Law (term fifty years).

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, B. Arkell; Vice-president, W. H. Lipe; Secretary, F. E. Barbour; Treasurer, W. J. Roser.

*Main business office:* Canajoharie.

### **The Mooers Electric Light Company, Inc.**

*Control by other corporation:* Majority of capital stock owned by Mooers Heat and Power Company.

*Organization:* Incorporated October 9, 1913, under the Transportation Corporations Law. Succeeded to the franchise of H. Wallace Knapp.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Mooers.

*Principal officers:* President and Treasurer, H. Wallace Knapp; Vice-president, Minnie L. Knapp; Secretary, Fred E. Fillmore.

*Main business office:* Mooers.

### **The Moravia Electric Light, Heat and Power Company**

*Control by other corporation:* Majority of capital stock owned by The Moravia Electric Company.

*Organization:* Incorporated June 15, 1891, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years from June 15, 1891.

*Location of generating plant:* Electric: Moravia.

*Principal officers:* President, John Tabor; Vice-president, William Fitts; Secretary, W. J. H. Parker; Treasurer, Lewis C. Reynolds.

*Main business office:* Moravia.

### **Morgan and Wyman Electric Light and Power Company**

*Organization:* Incorporated March 17, 1905, under the Transportation Corporations Law.

*Term of corporate existence:* Twenty years.

*Location of generating plant:* Electric: Dover Plains.

*Principal officers:* President and Vice-president, Charles S. Wyman; Secretary and Treasurer, H. S. Nelson.  
*Main business office:* Dover Plains.

#### **The Morris Gas Company**

*Organization:* Incorporated May 28, 1898, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Gasoline gas: Morris.

*Principal officers:* President, Lynn B. Kenyon; Vice-president, P. J. Hahn; Secretary and Treasurer, C. O. Mansfield.

*Main business office:* Morris.

#### **Mt. Morris Illuminating Company**

*Organization:* Incorporated December 5, 1889, under the General Manufacturing Law (L. 1848, ch. 40).

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Mt. Morris.

*Principal officers:* President, John C. Winters; Treasurer, John M. Prophet.

*Main business office:* Mt. Morris.

#### **Municipal Gas Company of the City of Albany**

*Organization:* Incorporated July 13, 1885, under the act for the formation of gas light companies (L. 1848, ch. 37); powers extended to supply of electricity by certificate filed April 26, 1893; and further extended to acquiring stock of Albany Electric Illuminating Company by certificate filed the same day. In 1885 and 1886 it acquired the stock and control of The Albany Gas Light Company, incorporated by a special act passed March 27, 1841 (ch. 74), term not specified; see also "An act to incorporate the Gas Light Company of the City of Albany," passed March 29, 1825 (ch. 59), and "An act to incorporate the Albany Gas Light Company," passed April 11, 1833 (ch. 135); and the franchises of The Peoples Gas Light Company of the City of Albany, incorporated February 5, 1872, under the act for the formation of gas light companies (L. 1848, ch. 37), term fifty years. By special act passed May 11, 1888 (ch. 287), it was authorized to lay mains and carry on business in any place within ten miles of the city of Albany except the city of Troy and the [then] village of Lansingburgh and village of Waterford. In 1888 it obtained a franchise from the Village of West Troy [now city of Watervliet] to use the mains, etc., of The West Troy Gas Light Company, incorporated January 31, 1853, under the act for the formation of gas light companies (term fifty years), that company having conveyed all its mains to Municipal Gas Company of the City of Albany. The West Troy Gas Light Company was dissolved by decree of the Supreme Court dated November 25, 1890, filed in office of Secretary of State December 2, 1890. It acquired in 1894 the capital stock and property of Albany Electric Illuminating Company, incorporated April 7, 1881, under the General Manufacturing Law (L. 1848, ch. 40), term fifty years; and The Edison Light and Power Company of Albany, incorporated July 24, 1886, under the General Manufacturing Law, its purposes including production of steam for heat, etc. (term fifty years from July 24, 1886).

*Term of corporate existence:* Fifty years.

*Location of generating plants:* Electric: 71-85 Trinity Place, Albany; Water gas: 1165 Broadway, Albany.

*Principal officers:* President, Nicholas F. Brady; Vice-president, Carl H. Graf; Secretary and Treasurer, William G. Furlong.

*Main business office:* 112 State street, Albany.

#### **The Murray Electric Light and Power Company**

*Organization:* Incorporated February 26, 1900, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Monticello.

*Principal officers:* President, P. C. Murray; Vice-president and Treasurer, Delia Murray; Secretary, C. P. Murray.

*Main business office:* Monticello.

#### **Nassau and Suffolk Lighting Company**

*Organization:* Incorporated May 13, 1905, under the Transportation Corporations Law. January 3, 1906, the following companies were merged into Nassau and Suffolk Lighting Company: Nassau Illuminating and Power Company (gas), incorporated February 6, 1905, under the Transportation Corporations Law (term fifty years); certificate of extension of powers to include the furnishing of electricity filed March 27, 1905; South Shore Gas Company of Freeport (gas), incorporated March 6, 1905, under the Transportation Corporations Law (term fifty years); certificate of extension (territory) filed April 19, 1905; Nassau County Gas Company (gas and electricity), incorporated January 29, 1903, under the Transportation Corporations Law (term fifty years). October 31, 1905, The Hempstead Gas Light Company, incorporated April 12, 1859, under the act for the formation of gas light companies (term thirty years; term extended for thirty years from April 12, 1889, by authority of special act passed June 7, 1890, ch. 538, by certificate filed June 11, 1890), was merged with Nassau County Gas Company.

*Term of corporate existence:* Fifty years (see extension The Hempstead Gas Light Company, above).

*Location of generating plant:* Water gas: Hempstead.

*Principal officers:* President, George MacDonald; Vice-presidents, Charles Cooper, David B. Helm; Secretary, Joseph MacDonald; Treasurer, W. H. B. Cooper.

*Main business office:* 149 Broadway, New York city.

#### **Nassau Light and Power Company**

*Organization:* Incorporated February 7, 1900, under the Transportation Corporations Law, as Roslyn Light and Power Company of Roslyn, Nassau county, New York (electric); name changed July 19, 1902, by order of the Supreme Court, to Nassau Light and Power Company; powers extended to supply gas, by certificate filed March 10, 1904. The Franklin Electric Illuminating Company, incorporated February 26, 1895, under the Transportation Corporations Law (term fifty years), was merged into Nassau Light and Power Company July 2, 1903. In 1904 the company purchased the property of North Hempstead Light and Power Company, incorporated January 27, 1902, under the Transportation Corporations Law (term fifty years), and prior thereto Hempstead Municipal Light Plant. Oyster Bay Electric Light and Power Company, incorporated October 13, 1891, under the Transportation Corporations Law (term fifty years), was merged into Nassau Light and Power Company November 8, 1909. The Floral Park Light and Power Company, incorporated May 27, 1902, under the Transportation Corporations Law (term fifty years), was merged into Nassau Light and Power Company November 8, 1909. Nassau Gas, Heat and Power Company, incorporated February 20, 1904, under the Transportation Corporations Law (term fifty years), was merged into Nassau Light and Power Company November 8, 1909.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Glenwood, Long Island.

*Principal officers:* President, E. D. Morgan; Vice-presidents, Percy Chubb, C. I. Reeves; Secretary, R. O. Wilson; Treasurer, C. I. Reeves.

*Main business office:* Mineola.



**Nenno Natural Gas and Oil Company**

A letter from the president, M. W. Nenno, dated December 26, 1914, advises that the natural gas wells which belonged to the company have been pulled and abandoned and operations discontinued. No further reports will be required from this company as long as conditions remain unchanged.

**The New Berlin Light and Power Company**

*Organization:* Incorporated June 12, 1889, under the act for the formation of gas light companies (L. 1848, ch. 37).

*Term of corporate existence:* Fifty years from June 12, 1889.

*Location of generating plant:* Electric: New Berlin.

*Principal officers:* President, J. J. Cannell; Vice-president, I. L. Richer; Secretary and Treasurer, G. H. Butterfield.

*Main business office:* New Berlin.

**Newfane Electric Company**

*Control by other corporation:* Majority of capital stock owned by Lockport Felt Company.

*Organization:* Incorporated December 5, 1901, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Newfane.

*Principal officers:* Vice-president, Joseph H. Eilers; Secretary and Treasurer, William H. Lee.

*Main business office:* Newfane.

**Newport Electric Light and Power Company**

*Organization:* Incorporated January 16, 1899, under the Transportation Corporations Law.

*Term of corporate existence:* Forty-nine years.

*Location of generating plant:* Electric: Newport.

*Principal officers:* President, George S. Woodin; Secretary, A. James Eckert; Treasurer, A. W. Woodin.

*Main business office:* Newport.

**New York and Ontario Power Company**

This company owns franchises in the city of Ogdensburg, villages of Waddington and Massena, and town of Lisbon, and reports that it "does not sell electricity to consumers but leases its plant to William Marshall, who takes receipts in lieu of wages". The generating plant is at Waddington. No report has been rendered to the Public Service Commission, Second District, for the year ended December 31, 1914.

**New York State Natural Gas Corporation**

*Organization:* Incorporated November 1, 1913, under the Transportation Corporations Law.

*Term of corporate existence:* Perpetual.

*Location of natural gas wells:* Pavilion.

*Principal officers:* President, Roy A. Streeter; Vice-president, Roy C. Corbin; Secretary, Leslie J. Texter; Treasurer, Wallon E. Sawyer.

*Main business office:* Pavilion.

**Niagara and Erie Power Company**

*Control by other corporations:* Entire capital stock owned by Niagara, Lockport and Ontario Power Company, Buffalo and Lake Erie Traction Company, and Erie and Suburban Railway Company.

*Organization:* Incorporated July 12, 1909, under the Transportation Corporations Law. Purchased electric light, gas, and heating plant and the capital stock of The Fredonia Natural Gas Light Company from Buffalo and Lake Erie Traction Company. The Fredonia Natural Gas Light Company was incorporated March 31, 1865, under the General Manufacturing Law (term fifty years from October 1, 1864). Its gas plant is now inoperative. The

company purchased from The Niagara, Lockport and Ontario Power Company the Gardenville sub-station and distributing system, and high tension transmission line extending from Athol Springs to the works of the Lackawanna Steel Company at Lackawanna.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, Francis V. Greene; Vice-president, Joseph B. Mayer; Secretary and Treasurer, W. L. O'Rourke.

*Main business office:* Marine Bank Building, Buffalo.

**Niagara Falls Gas and Electric Light Company**

*Control by other corporation:* Majority of capital stock owned by Niagara Falls Electrical Transmission Company.

*Organization:* Incorporated January 2, 1900, under the Transportation Corporations Law. It acquired the property and franchises of The Niagara Falls Gas Company, incorporated December 31, 1859, under the act for the formation of gas light companies (term fifty years); and The Power City Illuminating Company, incorporated February 8, 1893, under the Transportation Corporations Law (term fifty years); also the franchise in the city of Niagara Falls, Ontario, of Niagara Falls Gas Company, Limited, incorporated under the laws of the Province of Ontario.

*Term of corporate existence:* Fifty years.

*Location of generating plants:* Electric: LaSalle (not operated during 1914); Coal gas: Foot of Niagara street, Niagara Falls.

*Principal officers:* President, F. A. Dudley; Vice-president and Treasurer, Frederic Nicholls; Secretary, D. H. McDougall.

*Main business office:* 306 Niagara street, Niagara Falls.

**The Niagara Falls Power Company**

*Organization:* Incorporated by special act passed March 31, 1886 (ch. 83), under the name of Niagara River Hydraulic Tunnel, Power and Sewer Company of Niagara Falls, New York (see amendments, L. 1886, ch. 489; L. 1889, ch. 109). Assumed the name of The Niagara Falls Power Company November 14, 1889, by order of the Supreme Court (see amendment, L. 1891, ch. 253; also L. 1892, ch. 513; L. 1893, ch. 477).

*Term of corporate existence:* Fifty years; extended for one thousand years, until March 31, 2936, by certificate dated May 18, 1901.

*Location of generating plant:* Electric: Buffalo avenue, Niagara Falls.

*Principal officers:* President, Edward A. Wickes; Vice-president, Philip P. Barton; Secretary, Frederick L. Lovelace; Treasurer, W. Paxton Little.

*Main business office:* Buffalo avenue, Niagara Falls.

**The Niagara Light, Heat and Power Company**

*Organization:* Incorporated March 2, 1901 (amended certificate filed May 1, 1902), as a consolidation of Tonawanda Gaslight Company of Tonawanda, incorporated September 29, 1884 (amended certificate filed October 4, 1884), under the act for the formation of gas light companies (term to January 1, 1934); The Standard Gas Company of North Tonawanda, N. Y., incorporated May 10, 1898, as a reorganization of The Standard Gas Company of Tonawanda, incorporated August 21, 1888, under the act for the formation of gas light companies (term fifty years); and The Tonawanda Lighting Company, incorporated June 12, 1900, under the Transportation Corporations Law (term fifty years).

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Coal gas and water gas: East Niagara street, Tonawanda.

*Location of natural gas wells:* Amherst township, Erie county.

*Principal officers:* President, Henry L. Doherty; Vice-president, F. M. Lowry; Secretary and Treasurer, J. A. Richie.

*Main business office:* 18-20 Young street, Tonawanda.

#### **The Niagara, Lockport and Ontario Power Company**

*Organization:* Incorporated by special act passed May 21, 1894 (ch. 722); certificate authorized thereby filed July 19, 1894.

*Term of corporate existence:* Not specified.

*Location of generating plants:* Electric: Lyons, Auburn, Salmon River (leased from Salmon River Power Company).

*Principal officers:* President, F. V. Greene; Vice-president, Langdon Albright; Secretary, H. E. Nichols; Treasurer, R. C. Board.

*Main business office:* Marine Bank Building, Buffalo.

#### *Lessor Company*

**Salmon River Power Company:** Incorporated May 22, 1905, under the name of Oswego County Light and Power Company, under the Transportation Corporations Law (term fifty years). Name changed as above May 14, 1912; certificate filed April 20, 1912. Property was leased during year to The Niagara, Lockport and Ontario Power Company which owns entire capital stock of respondent.

*Remarks:* Returns incomplete; not tabulated. The following information is abstracted from the report as rendered. Balance sheet December 31, 1914:

<i>Assets Side:</i>	
Cost of plant and equipment.....	\$4,088,754
Cash.....	4,081
Accounts receivable.....	157,491
Unamortized debt discount.....	490,025
<b>Total.....</b>	<b>\$4,740,351</b>
<i>Liabilities Side:</i>	
Funded debt.....	\$3,315,000
Bills payable.....	35,949
Erie Construction Company.....	552,604
Accrued interest.....	53,928
Common stock.....	700,000
Surplus.....	82,870
<b>Total.....</b>	<b>\$4,740,351</b>
<b>Income and expenses are reported as follows:</b>	
Earned under lease for period April 10, 1914, to December 31, 1914..	\$155,71
Interest revenue.....	23,36
<b>Total income.....</b>	<b>\$179,072</b>
Interest on funded debt.....	\$88,978
Amortization of debt discount.....	7,225
	<hr/> 96,203
<b>Surplus.....</b>	<b>\$82,870</b>

*Principal officers:* President, F. D. Corey; Vice-president, Langdon Albright; Secretary, H. E. Nichols; Treasurer, H. C. Mather.

*Corporate office:* Marine Bank Building, Buffalo.

#### **The Nichols Gas Company**

*Organization:* Incorporated April 10, 1902, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Acetylene gas: Nichols.

*Principal officers:* President, H. C. Kirby; Vice-president, H. A. Latham; Secretary and Treasurer, J. C. Latham.

*Main business office:* Main street, Nichols.

#### **The North Buffalo Natural Gas Fuel Company**

*Organization:* Incorporated February 15, 1889, under the act for the formation of gas light companies (L. 1848, ch. 37).

*Term of corporate existence:* Fifty years.

*Location of natural gas wells:* Buffalo.

*Principal officers:* President, F. M. Lowry; Vice-president, C. E. Hill; Secretary and Treasurer, Arthur J. Devlin.

*Main business office:* 842 Marine National Bank Building, Buffalo.

#### **North Collins Fuel and Supply Company**

*Organization:* Incorporated April 12, 1901, under the Business Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of natural gas wells:* North Collins.

*Principal officers:* President, Charles E. Williams; Vice-president, George J. Brendel; Secretary, Frank C. Brendel; Treasurer, Joseph Thiel.

*Main business office:* 524 Brisbane Building, Buffalo.

#### **North Creek Electric Company**

*Organization:* Incorporated July 6, 1909, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: three miles north of North Creek.

*Principal officers:* President, Charles S. Wood; Vice-president, P. Moynahan; Secretary and Treasurer, Charles S. Wade.

*Main business office:* North Creek.

#### **Northern Adirondack Power Company**

*Organization:* Incorporated August 15, 1898, under the name of Keeseville Electric Company, under the Transportation Corporations Law. Name changed to Northern Adirondack Power Company, to take effect February 10, 1912, by order filed January 11, 1912.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Ausable Chasm.

*Principal officers:* President, Thomas O'Connor; Vice-president, Karl J. Severance; Secretary, Emma J. Powers; Treasurer, William P. Dauchy.

*Main business office:* 52 Broad street, Waterford.

#### **Northern New York Utilities, Inc.**

See Carthage Electric Light and Power Company, and Watertown Light and Power Company.

*Organization:* Incorporated May 12, 1913, under the Transportation Corporations Law. December 11, 1914, it merged Watertown Light and Power Company; and November 19, 1914, it purchased the franchises, etc., of Carthage Electric Light and Power Company, which was voluntarily dissolved by certificate filed January 11, 1915.

*Term of corporate existence:* Fifty years.

*Location of generating plants:* Electric: Mill street, Watertown; Dexter; South Edwards; Effley Falls; Taylorville; Black River; Coal gas and water gas: 327 Engine street, Watertown.

*Principal officers:* President, C. C. Burns; Vice-presidents, S. L. George, F. A. Rogers; Secretary, F. A. Rogers; Treasurer, John B. Taylor.

*Main business office:* 137 Arsenal street, Watertown.

#### **Northern Power Company**

*Organization:* Incorporated May 16, 1905, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, W. B. Cogswell; Vice-president, E. J. Page; Treasurer, F. A. Stoughton.

*Main business office:* Potsdam.

#### **The Northern Wayne Electric Light and Power Company**

*Organization:* Incorporated March 6, 1911, under the Transportation Corporations Law. Succeeded to the plant and franchises of O. M. Curtis, transacting business under the name of Wolcott Electric Light and Power Company.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Wolcott.

*Principal officers:* President and Treasurer, Omar M. Curtis; Secretary, William J. Clapper.

*Main business office:* Wolcott.

#### **Northern Westchester Lighting Company**

*Control by other corporation:* Entire capital stock owned by Westchester Lighting Company.



*Organization:* Incorporated May 5, 1905, under the Transportation Corporations Law. May 26, 1905, the following companies were merged into Northern Westchester Lighting Company: Ossining Heat, Light and Power Company, incorporated December 27, 1900, under the Transportation Corporations Law (term fifty years from December 27, 1900); Northern Westchester Light and Power Company, incorporated December 8, 1904, under the Transportation Corporations Law (term fifty years); and Briarcliff Manor Light and Power Company, incorporated November 1, 1900, under the Transportation Corporations Law (term fifty years). Northern Westchester Lighting Company is also owner of franchises and privileges of The Sing Sing Electric Lighting Company, incorporated April 11, 1889, under the General Manufacturing Law (L. 1848, ch. 40), for the purpose of manufacturing electricity as provided in L. 1882, ch. 73, amending ch. 512 of laws 1879 (term fifty years); Sing Sing Gas Manufacturing Company, incorporated November 1, 1855 (earlier certificate filed June 25, 1855, same name), under the act for the formation of gas light companies (term fifty years); and Croton Electric Light and Power Company, incorporated July 3, 1900, under the Transportation Corporations Law (term fifty years from July 3, 1900).

*Term of corporate existence:* Fifty years.

*Location of generating plants:* Electric: Foot of Broadway, Ossining; Water gas: Water street, Ossining.

*Principal officers:* President, F. A. Stratton; Vice-president, Stuart Wilder; Secretary, B. W. Stilwell; Treasurer, R. A. Carter.

*Main business office:* 127 Main street, Ossining.

#### **North Shore Electric Light and Power Company**

*Organization:* Incorporated March 10, 1909, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years from March 10, 1909.

*Location of generating plant:* Electric: Port Jefferson.

*Principal officers:* President, Ellis L. Phillips; Vice-president, Gurney E. Lott; Secretary, Benjamin T. West; Treasurer, Henry R. Frost.

*Main business office:* Port Jefferson.

#### **North Syracuse Light and Power Company**

*Organization:* Incorporated December 27, 1909, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Main business office:* North Syracuse.

#### **The Norwich Gas and Electric Company**

See The Oxford Electric Light Company.

*Control by other corporation:* Majority of capital stock deposited with Philadelphia Trust, Safe Deposit and Insurance Company as trustee.

*Organization:* Incorporated November 15, 1899, under the Transportation Corporations Law. November 13, 1914, it merged The Oxford Electric Light Company (transfer taking effect from July 31, 1914).

*Term of corporate existence:* Fifty years.

*Location of generating plants:* Electric: Norwich; Water gas: Norwich.

*Principal officers:* President, J. H. Pardee; Vice-presidents, C. A. Greenidge, J. I. Mange; Secretary and Treasurer, H. B. Brown.

*Main business office:* Norwich.

#### **The Norwood Electric Light and Power Company**

*Organization:* Incorporated September 5, 1894, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Yalesville.

*Principal officers:* President and Secretary, S. P. Phelps; Vice-president, A. M. Phelps; Treasurer, C. F. Vanece.

*Main business office:* Norwood.

#### **Ogdensburg Gas Company**

*Control by other corporation:* Majority of capital stock owned by St. Lawrence Gas, Electric and Transportation Company.

*Organization:* Incorporated August 23, 1854, under the act for the formation of gas light companies (L. 1848, ch. 37).

*Term of corporate existence:* Fifty years from August 18, 1854; certificate of extension for fifty years dated July 6, 1904, filed July 8, 1904; amended certificate of extension filed August 12, 1904.

*Location of generating plant:* Coal gas: King street, Ogdensburg.

*Principal officers:* President and Treasurer, E. E. Hawkins; Secretary, R. E. Waterman.

*Main business office:* 1 Ford street, Ogdensburg.

#### **Ogdensburg Power and Light Company**

*Control by other corporation:* Majority of capital stock owned by St. Lawrence Gas, Electric and Transportation Company.

*Organization:* Incorporated May 24, 1897, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plants:* Electric: Main street; Lake and River streets, Ogdensburg.

*Principal officers:* President and Treasurer, E. E. Hawkins; Secretary, R. E. Waterman.

*Main business office:* 1 Ford street, Ogdensburg.

#### **Olean Electric Light and Power Company**

See Cattaraugus County Lighting Company.

*Organization:* The Olean Electric Light and Power Company (old company), incorporated November 11, 1887, under the General Manufacturing Law (L. 1848, ch. 40), was succeeded by Olean Electric Light and Power Company (new company), formerly Cattaraugus County Lighting Company; see that title.

*Term of corporate existence:* Fifty years.

*Location of generating plants:* Electric: Olean, Franklinville.

*Principal officers:* President, Arthur A. McGivney; Vice-presidents, Fred B. Hoff, Walter A. Zinke; Secretary, John J. Gallagher; Treasurer, Peter C. Schutrum.

*Main business office:* Olean.

#### **The Oliver Gas and Fuel Company**

*Organization:* Incorporated April 9, 1912, under the Business Corporations Law.

*Term of corporate existence:* Perpetual.

*Remarks:* Returns incomplete; not tabulated. February 3, 1913, this company was authorized by the Public Service Commission, Second District, to construct and maintain its pipe lines, etc., and to exercise its franchise for the purpose of selling and distributing natural gas in the town of Tonawanda, Erie county; and was also authorized to issue \$2100 par value common capital stock. The report for the year ended December 31, 1914, states that "The plant consists only of pipes laid throughout the town of Tonawanda used for the distribution of gas," and that "There are no debts or obligations outstanding and a very few accounts due, only for sale of gas".

*Principal officers:* President, Robert M. Zimmerman; Secretary, Margaret Zimmerman; Treasurer, Ida M. Zimmerman.

*Main business office:* Kenmore.

#### **Oneonta Light and Power Company**

*Organization:* Incorporated February 24, 1902, under the Transportation Corporations Law. It acquired the

property of The Oneonta Gas Light Company, incorporated June 9, 1881, under the act for the formation of gas light companies (term fifty years), voluntarily dissolved under section 57 of the Stock Corporation Law, certificate filed July 5, 1902; and the property of The Oneonta Electric Light and Power Company, incorporated September 19, 1887, under the act for the formation of gas light companies (term fifty years), voluntarily dissolved under section 57 of the Stock Corporation Law, certificate filed July 5, 1902. Electric Water Power Company of Oneonta, incorporated by special act passed April 12, 1898 (ch. 234), term ninety-nine years, was merged into Oneonta Light and Power Company September 7, 1911.

*Term of corporate existence:* Fifty years from February 24, 1902.

*Location of generating plants:* Electric: Oneonta; Water gas: Oneonta.

*Principal officers:* President, Edward E. Arnold; Secretary and Treasurer, J. R. Gladding.

*Main business office:* 53 Canal street, Providence, R. I.

#### Ontario Gas Company

*Organization:* Incorporated August 19, 1902, under the Business Corporations Law (term ninety-nine years), and consolidated January 25, 1904, with Lima Natural Gas Company, incorporated October 9, 1902, under the Business Corporations Law (term fifty years), under the name of Ontario Gas Company. Succeeded to the franchises, etc., of Ontario Improvement and Gas Company, Limited, incorporated October 27, 1883, under "An act to provide for the organization and regulation of certain business corporations" (L. 1875, ch. 611), term fifty years.

*Term of corporate existence:* Fifty years (consolidated company).

*Location of natural gas wells:* Towns of West Bloomfield, East Bloomfield, Bristol, Richmond, and Lima.

*Principal officers:* President, A. Miner Wellman; Vice-president, H. A. Corbin; Secretary and Treasurer, Guy Wellman.

*Main business office:* Honeoye Falls.

#### Ontario Light and Traction Company

*Control by other corporation:* Entire capital stock owned by New York State Railways.

*Organization:* Incorporated June 7, 1900, as a reorganization of Canandaigua Electric Light and Railroad Company, incorporated March 6, 1888, as Canandaigua Electric Light Company, under the General Manufacturing Law (term fifty years from February 25, 1888). Canandaigua Electric Light Company purchased June 24, 1893, under foreclosure sale, the property of Canandaigua Street Railroad Company, under authority of special act passed April 12, 1893 (ch. 357); and on July 21, 1893, filed an amended certificate of incorporation by which name of company was changed to Canandaigua Electric Light and Railroad Company. Canandaigua Street Railroad Company was incorporated May 4, 1886, under the act for the incorporation of street surface railroads (L. 1884, ch. 252), term fifty years. The street railroad of this company is leased to and operated by New York State Railways.

*Term of corporate existence:* Fifty years.

*Location of generating plants:* Electric: Littleville, Canandaigua, Shortsville; plants at Canandaigua and Shortsville not reported as operated during 1914.

*Principal officers:* President, Horace E. Andrews; Vice-presidents, William K. Vanderbilt, jr., Granger A. Hollister, Robert M. Searle; Secretary, Joseph C. Collins; Treasurer, Edward L. Rossiter.

*Main business office:* 34 Clinton avenue, North, Rochester.

#### The Orange and Rockland Electric Company

*Organization:* Incorporated March 31, 1895, under the Transportation Corporations Law; amended certificate filed January 15, 1907.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Monroe.

*Principal officers:* President, R. W. Smith; Vice-president, Alfred J. Crane; Secretary, Zael Paddleford; Treasurer, Frank Durland.

*Main business office:* Monroe.

#### Orange County Lighting Company

*Organization:* Incorporated January 3, 1905, as a reorganization of Orange County Gas and Electric Company, incorporated April 30, 1900, under the Transportation Corporations Law. Purchased December 1, 1905, the franchises, works, system, and property of Consumers Light and Power Company of Middletown, New York, incorporated February 11, 1901, under the Transportation Corporations Law (term fifty years).

*Term of corporate existence:* Fifty years (Orange County Gas and Electric Company).

*Location of generating plants:* Electric: Middletown; Water gas: Middletown.

*Principal officers:* President, L. C. Purdy; Vice-president, A. W. Preston; Secretary, Theo. L. Reeve; Treasurer, Arh Taylor.

*Main business office:* Middletown, N. Y.

#### Oswegatchie Light and Power Company

*Control by other corporation:* Majority of capital stock owned by International Pulp Company.

*Organization:* Incorporated July 6, 1894, under the Transportation Corporations Law. Succeeded to the franchises, etc., of American Illuminating and Power Company of Gouverneur, N. Y., incorporated November 15, 1887 (act not specified; filed as manufacturing corporation), term fifty years.

*Term of corporate existence:* Fifty years.

*Location of generating plants:* Electric: Fowler, Hailesboro.

*Principal officers:* President, M. Doyle; Vice-president, W. C. Geer; Secretary, S. J. McCrimlisk; Treasurer, M. M. Belding, jr.

*Main business office:* Gouverneur.

#### Oswego River Power Transmission Company

*Organization:* Incorporated May 13, 1905, under the Transportation Corporations Law. In 1911 it acquired the franchises of The Hannibal Electric Company, incorporated May 16, 1910, under the Transportation Corporations Law (term fifty years).

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, S. B. Storer; Vice-president, E. M. White; Secretary and Treasurer, G. W. Pulver.

*Main business office:* 724 University Block, Syracuse.

#### Otego Lighting Company

*Organization:* Incorporated October 26, 1903, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Gasoline gas: Otego.

*Principal officers:* President, V. S. Fuller; Secretary, M. J. Fuller Morgan; Treasurer, G. M. Fuller Conner.

*Main business office:* Otego.

#### Ovid Electric Company

*Organization:* Incorporated September 18, 1903, under the Transportation Corporations Law. February 19, 1914, the Commission authorized the lessor, Ulysses Light, Heat and Power Company, incorporated December 5, 1903,



under the Transportation Corporations Law (term fifty years), to sell all franchises and property to this company.

*Term of corporate existence:* Fifty years from July 1, 1903.

*Location of generating plant:* Electric: Taughannock Falls.

*Principal officers:* President and Treasurer, A. Buys; Secretary, Orville Buys.

*Main business office:* Trumansburg.

#### *Lessor Company*

**Ulysses Electric Light, Heat and Power Company:** The property of this company was formerly leased to and operated by the Ovid Electric Company. February 19, 1914, the Public Service Commission, Second District, granted the Ulysses Electric Light, Heat and Power Company permission to sell all its property and franchises to the Ovid Electric Company. No report was required from this corporation for the year ended December 31, 1914.

#### **The Owego Gas Light Company**

*Organization:* Incorporated March 24, 1856, under the act for the formation of gas light companies (L. 1848, ch. 37).

*Term of corporate existence:* Fifty years from March 20, 1856; extended for fifty years by certificate dated April 2, 1909, filed April 8, 1909, as authorized by order of Supreme Court granted March 22, 1909, and filed with such certificate.

*Location of generating plant:* Coal gas: Owego.

*Principal officers:* President and Treasurer, William T. Morris; Secretary, Morris Tracy.

*Main business office:* Owego.

#### **The Owego Light and Power Company**

*Organization:* Incorporated November 5, 1890, under the General Manufacturing Law (L. 1848, ch. 40).

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Owego.

*Principal officers:* President, W. S. Truman; Vice-president, W. G. Phelps; Secretary and Treasurer, George F. Andrews.

*Main business office:* Owego.

#### **The Oxford Electric Light Company**

See Norwich Gas and Electric Company.

*Organization:* Incorporated April 14, 1892, under the Transportation Corporations Law. July 31, 1914, it was succeeded by Norwich Gas and Electric Company, with which it was merged November 13, 1914.

*Term of corporate existence:* Until April 1, 1942.

*Location of generating plant:* Electric: Oxford.

*Principal officers:* President, J. I. Mange; Vice-president, J. C. Estelow; Secretary and Treasurer, W. E. O'Neil.

*Main business office:* Oxford.

#### **The Panama Power Company**

*Organization:* Incorporated August 13, 1907, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Panama.

*Principal officers:* President, L. C. Green; Vice-president, Walter Tanner; Secretary and Treasurer, E. M. Wiltsie.

*Main business office:* Panama.

#### **The Parish Lighting Company**

*Organization:* Incorporated July 10, 1905, under the Transportation Corporations Law.

*Term of corporate existence:* Twenty-five years.

*Location of generating plant:* Acetylene gas: Parish.

*Principal officers:* President, L. M. Robertson; Vice-president, George Weaver; Secretary and Treasurer, R. C. Robertson.

*Main business office:* Parish.

#### **The Patchogue Electric Light Company**

*Organization:* Incorporated March 3, 1888, under the act for the formation of gas light companies (L. 1848, ch. 37).

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Patchogue.

*Principal officers:* President, E. E. Hawkins, jr.; Vice-president, Joseph T. Losee; Secretary, Howard S. Conklin; Treasurer, Ralph R. Hawkins.

*Main business office:* Patchogue.

#### **Patchogue Gas Company**

*Organization:* Incorporated October 21, 1902, under the Transportation Corporations Law. In August, 1911, purchased property, etc., of Bellport Lighting Company, incorporated April 17, 1905, under the Transportation Corporations Law (term fifty years).

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Water gas: Patchogue.

*Principal officers:* President, George T. Peck; Secretary and Treasurer, Robert Taylor.

*Main business office:* Patchogue.

#### **The Paul Smith's Electric Light and Power and Railroad Company**

*Organization:* For history of organization see Electric Railroad Corporations.

*Term of corporate existence:* Fifty years from July 10, 1905.

*Location of generating plants:* Electric: Saranac Lake (not reported as operated during 1914), Union Falls, Franklin Falls.

*Principal officers:* President and Secretary, Paul Smith; Treasurer, Phelps Smith.

*Main business office:* Saranac Lake.

#### **The Pavilion Natural Gas Company**

*Control by other corporation:* Majority of capital stock owned by Independent Natural Gas Company.

*Organization:* Incorporated November 15, 1905, under the Business Corporations Law.

*Term of corporate existence:* Perpetual.

*Location of natural gas wells:* Genesee and Wyoming counties, near Pavilion.

*Principal officers:* President, John A. Beck; Vice-president, Charles E. Suecop; Secretary and Treasurer, John H. Friday.

*Main business office:* LeRoy.

#### **Peekskill Lighting and Railroad Company**

*Control by other corporation:* Majority of capital stock owned by Westchester Lighting Company.

*Organization:* See Electric Railroad Corporations.

*Term of corporate existence:* Five hundred years from August 28, 1900 (amended certificate of Peekskill Lighting and Railroad Company).

*Location of generating plants:* Electric: Water street, Peekskill; Water gas: Water street, Peekskill.

*Principal officers:* President, F. A. Stratton; Vice-president, Stuart Wilder; Secretary, B. W. Stilwell; Treasurer, R. A. Carter.

*Main business office:* 127 Main street, Ossining.

#### **Pennsylvania Gas Company**

*Control by other corporation:* Majority of capital stock owned by National Fuel Gas Company.

*Organization:* Incorporated July 8, 1881, under the name of Warren Light and Heat Company, under the laws of Pennsylvania, which purchased the property of the following named companies, incorporated under the laws of Pennsylvania, at the following dates: The Warren County, Pennsylvania, Gas Fuel and Heating Company, July 8, 1881; The Rural Heat and Light Company, July

8, 1881; The Pleasant Gas and Heat Company, May 25, 1883; The Glade Gas and Heat Company, November 15, 1883; The Kinzua Natural Gas Company, September 20, 1883; The Pine Grove Gas Company, November 13, 1883; The Elk Gas Company, September 20, 1883; The North Warren Gas and Heat Company, November 15, 1883. Authorized to transact business in the State of New York by certificate filed January 30, 1893, with the Secretary of State.

*Term of corporate existence:* Ninety-nine years.

*Location of natural gas wells:* All wells located in Pennsylvania.

*Principal officers:* President, Walter Jennings; Vice-president, J. P. Jefferson; Secretary and Treasurer, W. H. Filler.

*Main business office:* 213 Second avenue, Warren, Penna.

#### **The Penn Yan Gas Light Company**

*Organization:* Incorporated May 14, 1860, under the act for the formation of gas light companies (L. 1848, ch. 37).

*Term of corporate existence:* Fifty years from May 9, 1860; extended fifty years by certificate dated June 11, 1909, filed June 18, 1909.

*Location of generating plant:* Coal gas: Penn Yan.

*Principal officers:* President and Treasurer, William T. Morris; Secretary, Morris Tracy.

*Main business office:* Penn Yan.

#### **People's Electric Light and Power Company of Silver Creek**

*Organization:* Incorporated May 26, 1892, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Silver Creek.

*Principal officers:* Vice-president, Lyman Newton; Secretary, Leon H. Brand.

*Main business office:* Silver Creek.

#### **Peoples Gas and Electric Company of Oswego**

*Organization:* Incorporated April 26, 1900, under the Transportation Corporations Law, and acquired the property and franchises of the following companies: Oswego Gas Light Company, incorporated April 22, 1852, under the act for the formation of gas light companies (term fifty years); Home Electric Light Company, Limited, incorporated August 5, 1886, under "An act to provide for the organization and regulation of certain business corporations," L. 1875, ch. 611 (term fifty years); and Peoples Electric Light and Power Company, incorporated December 10, 1890, under the General Manufacturing Law (term fifty years from December 10, 1890). April 27, 1910, Citizens Lighting Company of Oswego, New York, incorporated November 9, 1905, under the Transportation Corporations Law (term fifty years), was merged into Peoples Gas and Electric Company of Oswego.

*Term of corporate existence:* Fifty years.

*Location of generating plants:* Electric: 70 East First street; foot Hubbard street, Oswego (not in operation since 1911); Coal gas: West Utica street, Oswego.

*Principal officers:* President, A. B. Tenney; Vice-presidents, D. E. Manson, H. T. Sands; Secretary, H. P. Wood; Treasurer, R. F. Whitney.

*Main business office:* 70 East First street, Oswego.

#### **The People's Natural Gas Company**

*Organization:* Incorporated September 16, 1901, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of natural gas wells:* Ebenezer.

*Principal officers:* President, Fred L. Vogel; Vice-president, Mary Vogel; Secretary and Treasurer, William J. Doetsch.

*Main business office:* 894 Ellicott Square, Buffalo.

#### **The Perry Electric Light Company**

*Organization:* Incorporated February 11, 1893, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Perry.

*Principal officers:* President, George W. Olmsted; Vice-president, L. P. Benedict; Secretary, Henry R. Frost; Treasurer, C. W. Torrey.

*Main business office:* Perry.

#### **Philmont Lighting and Power Company**

*Organization:* Incorporated January 7, 1907, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Acetylene gas: Philmont.

*Principal officers:* President, George Leary; Secretary and Treasurer, Fred H. Schomburg.

*Main business office:* Philmont.

#### **Phoenix (Robert J. Pendergast)**

It appears that Mr. Pendergast formerly owned both a natural gas and an electric plant situated in the village of Phoenix. A letter from Mr. Pendergast dated May 24, 1915, states that the "supply of natural gas gave out several years ago" and that the "mains are not now in use". The electric plant formerly owned by Mr. Pendergast has been transferred to the Phoenix Gas and Electric Company, Inc., under which title the operations of this plant for the year ended December 31, 1914, are reported.

#### **Phoenix Gas and Electric Company, Inc.**

*Organization:* Incorporated December 2, 1913, under the Transportation Corporations Law. Succeeded to the franchises, etc., of Phoenix Fuel, Light and Water Company, incorporated April 19, 1905, under the Business Corporations Law, which in turn succeeded to franchises, etc., of Phoenix Natural Gas and Oil Company, incorporated July 12, 1895, under the Business Corporations Law (term fifty years); name changed to The Fulton-Phoenix Natural Gas Company by order of the Supreme Court April 25, 1898. Phoenix Fuel, Light and Water Company acquired gas plant of Phoenix Fuel and Light Company, incorporated September 27, 1902, under the Business Corporations Law (term fifty years); (voluntarily dissolved by certificate filed March 20, 1906); also water works from Phoenix Water Supply Company; also industrial works, including building and water power, from Oswego River Realty Company at the time of the organization of the company. It was adjudicated a bankrupt June 21, 1912, G. Harold Merry, trustee. March 15, 1913, the assets of the company were sold and transferred to Robert J. Pendergast, later succeeded by Phoenix Gas and Electric Company, Inc., as above stated.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Phoenix (not operated during 1914).

*Principal officers:* President, J. A. Hawks; Vice-president, Herbert Dunn; Secretary and Treasurer, L. M. Hutchinson.

*Main business office:* Phoenix.

#### **Pierce Natural Gas Company**

*Organization:* Incorporated September 27, 1911, under the Business Corporations Law.

*Term of corporate existence:* Perpetual.

*Location of natural gas wells:* Town of Hamburg, Erie county.

*Principal officers:* President, V. Mott Pierce; Vice-president, Horace F. Hunt; Secretary, Everett H. Hunt; Treasurer, Charles G. Heger.

*Main business office:* Hamburg.



**Pine Bush (Edward R. Senn)**

October 13, 1914, the Public Service Commission, Second District, approved the construction of an electric plant by Edward R. Senn in the lighting district of the unincorporated village of Pine Bush, in the town of Crawford, Orange county, and for the exercise of franchise rights in said lighting district. No report has been rendered to the Public Service Commission, Second District, for the period ended December 31, 1914.

**The Pittsford Light and Heat Company**

*Organization:* Incorporated February 21, 1905, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Acetylene gas: Pittsford.

*Principal officers:* President, John Steve; Secretary and Treasurer, B. N. Wiltsie.

*Main business office:* Pittsford.

**Plattsburgh Gas and Electric Company**

*Organization:* Incorporated August 14, 1909, as a consolidation of Plattsburgh Light, Heat and Power Company, incorporated December 30, 1889, under the act for the formation of gas light companies (term fifty years); and Lozier Light and Power Company, incorporated August 6, 1904, under the Transportation Corporations Law (term fifty years).

*Term of corporate existence:* Fifty years.

*Location of generating plants:* Electric: Saranac street, Plattsburgh; Indian Rapids; Coal gas and water gas: Saranac street, Plattsburgh.

*Principal officers:* President, George M. Cole; Vice-president, William M. Levy; Secretary and Treasurer, O. J. Nichols.

*Main business office:* 30 Margaret street, Plattsburgh.

**Port Henry Light, Heat and Power Company**

*Organization:* Incorporated June 26, 1906, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Port Henry.

*Principal officers:* President, Wallace Murray; Vice-president, Seward A. Foote; Secretary, George H. Barwise; Treasurer, Cyril F. Carpenter.

*Main business office:* Port Henry.

**Port Jefferson Electric Light Company**

*Organization:* Incorporated January 25, 1896, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Port Jefferson.

*Principal officers:* President, H. M. Randall; Vice-president, W. L. Davis; Secretary and Treasurer, W. T. Wheeler.

*Main business office:* Port Jefferson.

**Port Jervis Light and Power Company**

*Organization:* Incorporated April 16, 1909, under the Transportation Corporations Law, taking title to the lighting and power properties of Port Jervis Electric Light, Power, Gas and Railroad Company, incorporated November 22, 1901, under the name of The Port Jervis Electric Light, Power and Gas Company, as a consolidation (term fifty years) of Port Jervis Light and Power Company, incorporated March 5, 1898, under the Transportation Corporations Law (term fifty years); Deerpark Electric Light Company of Port Jervis, Limited, incorporated September 10, 1886, under "An act to provide for the organization and regulation of certain business corporations" (L. 1875, ch. 611), term thirty years; and The Port Jervis Gas Company, incorporated August 24, 1894,

under the Transportation Corporations Law (term fifty years). The name of The Port Jervis Electric Light, Power and Gas Company was changed, under section 21 of the Railroad Law, by certificate filed February 4, 1902, to Port Jervis Electric Light, Power, Gas and Railroad Company.

*Term of corporate existence:* Fifty years.

*Location of generating plants:* Electric: Port Jervis; Water gas: Port Jervis.

*Principal officers:* President, E. E. Mandeville; Vice-president, George H. Stephenson; Secretary and Treasurer, M. F. Moury.

*Main business office:* Port Jervis.

**The Potsdam Electric Light and Power Company**

*Control by other corporation:* Entire capital stock owned by Hannawa Falls Water Power Company.

*Organization:* Incorporated October 14, 1886, under the act for the formation of gas light companies (L. 1848, ch. 37).

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, E. J. Page; Treasurer, F. A. Stoughton.

*Main business office:* Potsdam.

**Potter Gas Company**

*Organization:* Incorporated January 28, 1898, under the laws of Pennsylvania. Authorized to transact business in the State of New York by certificate filed with the Secretary of State February 7, 1903.

*Term of corporate existence:* Ninety-nine years.

*Location of natural gas wells:* Allegany county.

*Principal officers:* President, Robert Law, jr.; Vice-president, E. B. Reiser; Secretary, Howard White; Treasurer, W. H. Richards.

*Main business office:* 1011 Farmers Bank Building, Pittsburgh, Penna.

**Producers Gas Company**

*Organization:* Incorporated August 23, 1900, as a consolidation of Producers' Gas Company, incorporated June 11, 1891, under the Business Corporations Law (term fifty years); and The Allegany Gas Company, Limited, incorporated January 22, 1884, under "An act to provide for the organization and regulation of certain business corporations" (L. 1875, ch. 611), term fifty years.

*Term of corporate existence:* Fifty years.

*Location of natural gas wells:* Genesee, Bolivar, Wirt.

*Principal officers:* President, E. J. Wilson; Vice-president, G. S. Russell; Secretary and Treasurer, E. M. Johnson.

*Main business office:* Olean.

**Public Service Corporation of Long Island**

*Organization:* Incorporated December 9, 1911, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of water gas.

*Principal officers:* President, Henry MacDonald; Secretary, Joseph MacDonald; Treasurer, W. H. B. Cooper.

*Main business office:* 85 Liberty street, New York city.

**Pulaski Electric Light Company**

*Organization:* Incorporated June 29, 1900, under the Transportation Corporations Law. Certificate of extension (territory) filed December 4, 1911. November 27, 1912, the Commission approved a transfer of franchises in the towns of Orwell and Albion, Oswego county, to Salmon River Power Company.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Pulaski.

*Principal officers:* President, Fred D. Covey; Vice-president, Langdon Albright; Secretary and Treasurer, H. E. Nichols.

*Main business office:* Pulaski.

#### **The Pulaski Gas and Oil Company, Limited**

*Organization:* Incorporated January 13, 1890, under the name of The Pulaski Gas and Oil Company, Limited, under "An act to provide for the organization and regulation of certain business corporations" (L. 1875, ch. 611), term fifty years; reincorporated January 25, 1898, under the Business Corporations Law.

*Term of corporate existence:* Fifty years (reincorporated company).

*Location of natural gas wells:* Pulaski and vicinity.

*Principal officers:* President, Mary Douglas; Vice-president, S. J. Curry; Secretary and Treasurer, George W. Douglas.

*Main business office:* Pulaski.

#### **Queens Borough Gas and Electric Company**

Incorporated May 29, 1902, under the Transportation Corporations Law. September 19, 1902, it merged The Town of Hempstead Gas and Electric Light Company, incorporated May 20, 1882, under the act for the formation of gas light companies (term fifty years); and Queens Borough Electric Light and Power Company, incorporated February 28, 1898, under the Transportation Corporations Law (term fifty years).

*Term of corporate existence:* Fifty years.

This company, while conducting operations in a few villages within the Second Public Service District, is required to report only to the Commission of the First District.

#### **Quogue Gas Company**

*Organization:* Incorporated September 5, 1906, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Acetylene gas: Quogue.

*Principal officers:* President, David C. Townsend; Vice-president, Erastus F. Post; Secretary and Treasurer, Abram S. Post.

*Main business office:* Quogue.

#### **Randolph Light and Power Company, Inc.**

*Organization:* Incorporated March 30, 1914, under the Transportation Corporations Law. Took over property and business of Randolph Electric Light and Power Company (unincorporated).

*Location of generating plant:* Electric: Randolph.

*Principal officers:* President and Treasurer, G. M. Gest; Vice-president and Secretary, Ed. Wisniewski.

*Main business office:* 1330 Woolworth Building, New York city.

#### **Red Hook Light and Power Company**

*Organization:* Incorporated February 13, 1906, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Bingham Mills.

*Principal officers:* President, George Leary; Secretary and Treasurer, Fred H. Schomburg.

*Main business office:* 17 State street, New York city.

#### **Rensselaer Falls Electric Light and Power Company**

*Organization:* Incorporated December 23, 1908, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Rensselaer Falls.

*Principal officers:* President, Eugene Mansion; Vice-president, W. S. Blair; Secretary and Treasurer, Frank Mansion.

*Main business office:* Rensselaer Falls.

#### **Richburg (F. L. Putnam and Son)**

This partnership distributes a small amount of natural gas in the village of Richburg, in connection with its oil business. Returns are incomplete and have not been tabulated. It is stated that 7 oil and 3 gas wells were owned, and that between 20 and 25 flat rate consumers were served at the close of 1914.

#### **Richburg (Levi Hardman and Sons)**

This partnership distributes natural gas in connection with its oil business. Returns are incomplete and have not been tabulated. It is stated that a revenue of \$1350 was received from the sale of gas during 1914, and that there were 20 flat rate consumers and 22 consumers' meters in service at the close of the year. The amount invested in the business is estimated at \$5000.

#### **The Riddell Electric Light and Power Corporation**

*Organization:* Incorporated April 3, 1914, under the Transportation Corporations Law, as the Riddell Electric Light Company, Inc. Name changed as above by order of the Supreme Court effective August 15, 1914.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, E. J. Riddell; Vice-president, E. E. Riddell; Secretary and Treasurer, M. B. Riddell.

*Main business office:* Luzerne.

#### **The Ridge Road Gas and Oil Company**

*Organization:* Incorporated April 20, 1910, under the Business Corporations Law.

*Term of corporate existence:* Perpetual.

*Location of natural gas wells:* Village and town of Hamburg.

*Principal officers:* President, George M. Reimer; Vice-president, William Kock; Secretary, Benjamin J. Meyers; Treasurer, Jacob Hanck.

*Main business office:* Hamburg.

#### **The Ripley Electric Company**

*Organization:* Incorporated May 1, 1912, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Ripley.

*Principal officers:* President, S. E. Persons; Secretary and Treasurer, R. G. Hildred.

*Main business office:* Ripley.

#### **Riverhead Electric Light Company**

*Organization:* Incorporated November 9, 1893, under the Transportation Corporations Law. Amended certificate (territory and supply of gas) filed June 9, 1910. In 1910 bought plant of and succeeded Hallet Light and Power Company, incorporated June 27, 1907, under the Transportation Corporations Law (term fifty years). August 15, 1912, the Commission authorized the transfer of that part of its franchises in the town of Southampton to the Suffolk Light, Heat and Power Company.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Riverhead.

*Principal officers:* President, Timothy M. Griffing; Vice-president, Archibald Hallett; Secretary, Mary G. Litchard; Treasurer, Robert C. Griffing.

*Main business office:* Riverhead.



**Rochester Railway and Light Company**

*Control by other corporation:* Majority of capital stock owned by Mohawk Valley Company.

*Organization:* Incorporated June 11, 1904, as a consolidation of Rochester Gas and Electric Company, incorporated August 4, 1892, as a consolidation (term fifty years) of Rochester Gas Company, incorporated April 15, 1891, as a consolidation (term fifty years) in turn of The Rochester Gas Light Company, incorporated May 22, 1848, under the act for the formation of gas light companies (L. 1848, ch. 37), term fifty years; The Citizens Gas Company of Rochester, incorporated April 16, 1872, under the act for the formation of gas light companies (term fifty years); The Municipal Gas Light Company of the City of Rochester, incorporated March 30, 1880, under the act for the formation of gas light companies (term fifty years); The Rochester Electric Light Company, incorporated February 25, 1880, under the General Manufacturing Law (L. 1848, ch. 40), term fifty years; and The Edison Electric Illuminating Company of Rochester, incorporated April 23, 1886, under the act for the formation of gas light companies (term fifty years). December 2, 1899, Rochester Gas and Electric Company merged The Brush Electric Light Company of Rochester, incorporated June 25, 1881, under the General Manufacturing Law (term fifty years). May 24, 1904, it also merged Municipal Gas and Electric Company of Rochester, incorporated January 8, 1902, under the Transportation Corporations Law (term fifty years), into which on June 7, 1902, was merged Citizens Light and Power Company, incorporated October 4, 1892, under the Transportation Corporations Law (term fifty years), and Rochester Light and Power Company, incorporated January 6, 1903, under the Transportation Corporations Law (term fifty years). January 24, 1903, The Central Light and Power Company, incorporated July 24, 1893, under the Transportation Corporations Law (term fifty years), was merged into Rochester Light and Power Company. The Village of Charlotte sold its electric lighting plant to Rochester Railway and Light Company, which was operated from and after January 1, 1913.

*Term of corporate existence:* Fifty years.

*Location of generating plants:* Electric: Brown's Race, Mill street and Brown's Race, Central avenue and North Water street, St. Paul street and Driving Park avenue, South Water street, Hastings and Middle Falls, Graves street, Elmwood avenue, Freeman street, Litchfield street, Rochester; Coal gas and water gas: Vincent Street flats, Rochester.

*Principal officers:* President, Horace E. Andrews; Vice-presidents, Walter N. Kernan, Granger A. Hollister, Robert M. Searle; Secretary, Joseph C. Collins; Treasurer, Edward L. Rossiter.

*Main business office:* 34 Clinton avenue, North, Rochester.

**Rockland Electric Company**

April 28, 1914, the Public Service Commission, Second District, approved the merger of Rockland Electric Company and Rockland Light and Power Company, and granted permission to the latter company to exercise all the rights, privileges, and franchises of Rockland Electric Company. All operations of Rockland Electric Company during 1914 are included in the report of Rockland Light and Power Company (see that title).

**Rockland Light and Power Company**

*Control by other corporation:* Majority of capital stock owned by Rockland Purchase Syndicate.

*Organization:* Incorporated August 24, 1899, under the Transportation Corporations Law. October 14, 1899, it merged Nyack Electric Light and Power Company, incorporated April 20, 1887, under the General Manufacturing Law (term fifty years). November 10, 1902, it

merged The Spring Valley Gas and Electric Company, incorporated March 26, 1900, under the Transportation Corporations Law (term fifty years from March 26, 1900). July 23, 1903, it merged Haverstraw Electric Light, Heat and Power Company, incorporated March 23, 1891 (amended certificate, territory, filed July 23, 1903), under the act for the formation of gas light companies (term fifty years). January 26, 1909, it merged Nyack Gas Light and Fuel Company, incorporated May 3, 1893, under the Transportation Corporations Law (term fifty years), and May 18, 1914, Rockland Electric Company, incorporated March 23, 1893, under the Transportation Corporations Law (term fifty years).

*Term of corporate existence:* Fifty years from August 24, 1899.

*Location of generating plants:* Electric: Orangeburg, Hillburn, Haverstraw (not operated during 1914); Water gas: Nyack.

*Principal officers:* President, D. Edgar Manson; Vice-president, Albert B. Tenney; Secretary, Horace P. Wood; Treasurer, E. A. Bradley.

*Main business office:* Nyack.

**The Rome Gas, Electric Light and Power Company**

*Control by other corporation:* Majority of capital stock owned by National Gas, Electric Light and Power Company.

*Organization:* Incorporated May 8, 1901, under the Transportation Corporations Law. In May, 1901, it purchased the property, rights, and franchises of Rome Gas Light Company, incorporated April 9, 1852, under the act for the formation of gas light companies (term fifty years). See earlier certificate under the name of The Rome Gas Light Company, filed December 28, 1850 (term fifty years).

*Term of corporate existence:* Fifty years.

*Location of generating plants:* Electric: South Madison street, Rome; Coal gas and water gas: South Madison street, Rome.

*Principal officers:* President, J. T. Lynn; Vice-president, John D. McMahon; Secretary, V. N. Gurney; Treasurer, A. L. Wilkinson.

*Main business office:* 1714 Ford Building, Detroit, Mich.

**The Roxbury Gas Lighting Company**

*Organization:* Incorporated November 7, 1903, under the Transportation Corporations Law.

*Term of corporate existence:* Forty-nine years.

*Location of generating plant:* Gasoline gas: Roxbury.

*Principal officers:* President, James R. Dart; Vice-president, Frank Rightmyer; Secretary and Treasurer, Frank D. Enderlin.

*Main business office:* Roxbury.

**Rushville Mining and Gas Company**

*Organization:* Incorporated June 7, 1901, under the Business Corporations Law.

*Term of corporate existence:* Forty-nine years.

*Location of natural gas wells:* Village of Rushville and town of Middlesex.

*Principal officers:* President, F. A. Page; Vice-president and Treasurer, R. E. Page; Secretary, E. P. Austin.

*Main business office:* 214 Main street, Hornell.

**Sag Harbor Electric Light and Power Company**

*Organization:* Incorporated April 13, 1899, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Sag Harbor.

*Principal officers:* President, Thomas P. Cunningham; Secretary, Paul Armitage; Treasurer, Harry W. Butts.

*Main business office:* Sag Harbor.

**Sag Harbor Lighting Company**

*Organization:* Incorporated January 29, 1902, under the Transportation Corporations Law (see Long Island Lighting Company).

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Water gas: Sag Harbor.

*Principal officers:* President, George E. Fahys; Vice-president, Casper Schaefer; Secretary and Treasurer, H. F. Cook.

*Main business office:* Sag Harbor.

**Saint Lawrence International Electric Railroad & Land Company**

*Organization:* See Electric Railroad Corporations.

*Term of corporate existence:* Fifty years from May 1, 1900.

*Location of generating plant:* Electric: Alexandria Bay.

*Principal officers:* President, Jacob Amos; Vice-president and Treasurer, B. B. Faggart; Secretary, F. M. Hugo.

*Main business office:* Alexandria Bay.

**The St. Lawrence River Power Company**

*Control by other corporation:* Majority of capital stock owned by St. Lawrence Securities Company.

*Organization:* Incorporated December 24, 1902, as a reorganization of St. Lawrence Power Company of Massena, New York, incorporated by special act passed May 9, 1896 (ch. 484), as supplemented by an act passed April 26, 1898 (ch. 542).

*Term of corporate existence:* Fifty years (St. Lawrence Power Company).

*Location of generating plant:* Near Massena, St. Lawrence county.

*Principal officers:* President, Arthur V. Davis; Vice-president, Charles M. Hall; Secretary, G. R. Gibbons; Treasurer, R. E. Withers.

*Main business office:* Massena.

**St. Lawrence Transmission Company**

*Control by other corporation:* Majority of capital stocks owned by St. Lawrence Securities Company.

*Organization:* Incorporated November 21, 1904, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, Arthur V. Davis; Vice-president and Secretary, George R. Gibbons; Treasurer, R. E. Withers.

*Main business office:* Potsdam.

**Saint Regis Light and Power Company**

*Organization:* Incorporated March 25, 1903, under the Transportation Corporations Law. Purchased plant of and succeeded St. Regis Falls Electric Light Company, incorporated February 4, 1899, under the Transportation Corporations Law (term twenty years).

*Term of corporate existence:* Forty-nine years.

*Location of generating plant:* Electric: near St. Regis Falls.

*Principal officers:* President, H. E. O'Neil; Secretary and Treasurer, A. S. O'Neil.

*Main business office:* St. Regis Falls.

**Salem Light, Heat and Power Company**

*Organization:* Incorporated December 22, 1906, under the Transportation Corporations Law. Purchased land, water rights, and plant of, and succeeded The Salem Electric Light and Power Company, incorporated December 22, 1897, under the Transportation Corporations Law (term fifty years).

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: East Greenwich.

*Principal officers:* President, John F. O'Brien; Secretary and Treasurer, Jarvis P. O'Brien.

*Main business office:* Salem.

**The Sandy Creek Oil and Gas Company, Limited**

*Organization:* Incorporated May 26, 1888, under "An act for the organization and regulation of certain business corporations" (L. 1875, ch. 611).

*Term of corporate existence:* Fifty years.

*Location of natural gas wells:* Lacona and Sandy Creek.

*Principal officers:* President, Peter G. Hydorn; Vice-president, C. L. Hydorn; Secretary and Treasurer, Don A. Colony.

*Main business office:* 2 Railroad avenue, Lacona.

**Saranac Lake Gas Company**

*Control by other corporation:* Majority of capital stocks owned by Public Utility Company, Philadelphia, Penna.

*Organization:* Incorporated August 8, 1908, under the Transportation Corporations Law. July 8, 1913, Charles A. Gruber was appointed receiver.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Water gas: Saranac Lake.

*Principal officers:* President, Horatio Nelson; Vice-president, H. McNeal; Secretary, D. J. Crook; Treasurer, S. A. Miller.

*Main business office:* 20 Main street, Saranac Lake.

**Saugerties Gas Light Company**

*Organization:* Incorporated October 15, 1860, under the act for the formation of gas light companies (L. 1848, ch. 37).

*Term of corporate existence:* Fifty years; extended fifty years by certificate dated November 12, 1908, filed November 24, 1908.

*Location of generating plant:* Coal gas: Saugerties.

*Principal officers:* President, William R. Kenan, jr.; Secretary, Thomas F. Walsh; Treasurer, R. B. Goodman.

*Main business office:* Saugerties.

**Sayre Electric Company**

*Control by other corporation:* Majority of capital stock owned by Atlantic Gas and Electric Company.

*Organization:* Incorporated September 27, 1906, under an act of the State of Pennsylvania entitled "An act supplementary to 'An act to provide for the incorporation and regulation of certain corporations,' approved the 29th day of April, A. D. 1874, providing for the merger and consolidation of certain corporations," as a consolidation and merger of The Tioga Point Electric Light and Power Company and The Electric Light and Power Company of Sayre, Penna., two Pennsylvania corporations; certificate of authority to Sayre Electric Company to do business in the State of New York filed March 28, 1907.

*Term of corporate existence:* Not given.

*Location of generating plant:* Electric: 240 Spring street, Sayre, Penna.

*Principal officers:* President, C. M. Pihl; Vice-president, F. S. Nicholson; Secretary, A. B. Cheadle; Treasurer, N. P. Zech.

*Main business office:* 134 West Lockhart street, Sayre, Penna.

**Lessor Company**

**The Waverly Electric Light and Power Company:** The pole line and other property of this company, incorporated March 12, 1891, under the General Manufacturing Law (L. 1848, ch. 40), term fifty years, are leased to Sayre Electric Company, which



also owns all its capital stock. The Waverly Electric Light and Power Company acquired the franchises, etc., of The Brush Electric Light and Power Company of Waverly, New York, incorporated March 16, 1887, under the General Manufacturing Law, L. 1848, ch. 40 (term fifty years). The funded debt amounting to \$40,000 has been assumed by the Sayre Electric Company, and is reported in its statement of funded debt included in the foregoing pages. No income or expenses are reported.

*Principal officers:* President, G. Tracy Rogers; Vice-president, R. H. Twigley; Secretary, Frederic Culver; Treasurer, W. B. Dinsmore.

*Corporate office:* 50 Pine street, New York city.

#### **Schenectady Illuminating Company**

*Control by other corporation:* Majority of capital stock owned by General Electric Company.

*Organization:* Incorporated June 3, 1886, as The Westinghouse Illuminating Company of Schenectady, N. Y., under the General Manufacturing Law (L. 1848, ch. 40); name changed April 15, 1892, to Schenectady Illuminating Company, by order of the Supreme Court.

*Term of corporate existence:* Fifty years from May 20, 1886.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* Vice-president, Henry W. Peck; Treasurer, James O. Carr.

*Main business office:* 509-511 State street, Schenectady.

#### **Schenectady Power Company**

*Control by other corporation:* Majority of capital stock owned by General Electric Company.

*Organization:* Incorporated May 1, 1903, under the Transportation Corporations Law, as Schaghticoke Electric Company; amended certificate (territory) filed September 5, 1907; further amended certificate (territory) filed October 23, 1907; name changed April 6, 1908, to Schenectady Power Company.

*Term of corporate existence:* Fifty years.

*Location of generating plants:* Electric: Schaghticoke, Johnsonville.

*Principal officers:* President, George E. Greene; Vice-president, Howard W. Starr; Secretary and Treasurer, James O. Carr.

*Main business office:* Schaghticoke.

#### **The Schenevus Electric Light and Power Company**

See Great Bear Light and Power Company.

*Organization:* Incorporated December 10, 1903, under the Transportation Corporations Law. December 1, 1914, this company sold its pole lines and property to Great Bear Light and Power Company effective January 1, 1915.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Schenevus.

*Principal officers:* President, M. E. Baldwin; Vice-president, John Graney; Secretary and Treasurer, H. Bernard.

*Main business office:* Schenevus.

#### **Schodack Light and Power Corporation**

*Organization:* Incorporated October 19, 1912, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, William Morrison; Vice-president, Charles Van Buren; Secretary, O. D. Woodford; Treasurer, L. M. Lansing.

*Main business office:* Castleton.

#### **The Scottsville Electric Light and Gas Company**

*Organization:* Incorporated November 9, 1904, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, Merton E. Lewis; Secretary, Donald M. Lewis; Treasurer, Alexander Russell.

*Main business office:* Avon.

#### **Sea Cliff and Glen Cove Gas Company**

*Organization:* Incorporated February 1, 1904, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Water gas: Glen Cove.

*Principal officers:* President, George T. Peck; Secretary and Treasurer, Robert Taylor.

*Main business office:* Glen Cove.

#### **The Seely Electric Company**

*Organization:* Incorporated September 21, 1912, under the Transportation Corporations Law; succeeded to plant, etc., of S. Alfred Seely Estate.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Spencer.

*Principal officers:* President and Treasurer, Charles A. Seely; Vice-president and Secretary, Hart I. Seely.

*Main business office:* Spencer.

#### **Semet-Solvay Company**

*Control by other corporation:* Majority of capital stock owned by The Solvay Process Company.

*Organization:* Incorporated July 8, 1895, under the laws of Pennsylvania; general act of April 29, 1874. A certificate of authority to transact business in this State was filed in the office of the Secretary of State January 11, 1897.

*Term of corporate existence:* Perpetual.

*Remarks:* Returns incomplete; not tabulated. The actual business of this corporation is said to be that of engineer engaged in constructing and operating coke ovens for the manufacture of coke and the resultant byproducts of tar, ammonia, and gas. It has built and now operates or acts as consulting engineer in connection with the operation of 15 byproduct oven plants in 10 States, two of these plants being located in New York state: one at Syracuse and the other at Waterloo. The plant at Waterloo is owned by the Empire Coke Company, and was leased to the respondent December 1, 1912, pursuant to an authorization of the Public Service Commission, Second District, dated November 13, 1912. For the substance of the operating agreement see Empire Coke Company. The results of operations at the Waterloo plant during the year ended December 31, 1914, are reported as below; gas produced at Syracuse is used on the premises by the owner and lessor of the plant, The Solvay Process Company.

<b>Expenses:</b>	
Coke purchased from Empire Coke Company.....	\$459
Manufacture of coke and light oil, and concentration of ammonia....	131,685
Coke oven gas enrichment.....	6,002
Payment to Empire Coke Company as per lease of December 1, 1912, on account of water gas manufactured by them.....	3,013
<b>Total operating expenses.....</b>	<b>\$141,159</b>
Coal, 117,917 tons @ \$2.72.....	320,770
<b>Total cost.....</b>	<b>\$461,929</b>
<b>Revenues:</b>	
By sales of coke, tar, ammonia, and light oil.....	\$392,910
By sales of gas, 365,437 M cu. ft. @ \$0.10.....	36,544
<b>Total.....</b>	<b>429,453</b>
Inventory December 31, 1913 (coke, tar, ammonia and oils).....	\$50,195
Inventory December 31, 1914 (coke, tar, ammonia and oils).....	47,426
<b>Net decrease in stock.....</b>	<b>2,770</b>
<b>Total returns.....</b>	<b>\$426,684</b>
<b>Net loss for year ended December 31, 1914.....</b>	<b>\$35,246</b>
<b>Production of gas for year 365,437 M cu. ft.</b>	
<b>The balance sheet of the corporation as a whole December 31, 1914, is reported as follows:</b>	

<b>Assets Side:</b>	
Cash and accounts owing company.....	\$1,586,054
Real estate, plants, and equipment.....	3,103,230
Manufactured products and supplies.....	1,022,774
Investments in other companies.....	1,015,656
Patent-rights and contracts.....	142,550
Sundry debits.....	12,000
<b>Total.....</b>	<b>\$6,882,264</b>
<b>Liabilities Side:</b>	
Capital stock.....	\$4,000,000
Bills payable and accounts owed by company.....	761,757
Bonds due 1918.....	400,000
Reserve accounts.....	129,054
Undivided earnings.....	1,591,454
<b>Total.....</b>	<b>\$6,882,264</b>

Total revenues during 1914 for the corporation as a whole were \$7,393,338, and total expenditures \$7,258,178. In addition thereto dividends at the rate of 8% were paid during the year on the \$4,000,000 capital stock.

*Principal officers:* President, Rowland G. Hazard; Vice-presidents, H. H. S. Handy, Edward N. Trump, E. L. Pierce; Secretary, J. G. Hazard; Treasurer, Frederick R. Hazard.

*Main business office:* Solvay (Postoffice address, Syracuse).

#### Seneca River Power Company

*Organization:* Incorporated April 24, 1902, under the Transportation Corporations Law. November 18, 1903, Phoenix Electric Company, incorporated November 29, 1895, under the Transportation Corporations Law (term thirty years), was merged into Seneca River Power Company.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Baldwinsville.

*Principal officers:* President, S. B. Storer; Vice-president, E. M. White; Secretary and Treasurer, George W. Pulver.

*Main business office:* Baldwinsville.

#### Sherburne Gas Company

*Organization:* Incorporated January 26, 1907, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Gasoline gas: Sherburne.

*Principal officers:* President, E. Daniels; Vice-president, G. H. Shepard; Secretary, E. L. Whitney; Treasurer, W. I. French.

*Main business office:* Sherburne.

#### Sherman Electric Light Company

*Organization:* Incorporated January 16, 1899, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Sherman.

*Principal officers:* President, C. E. Cobb; Vice-president, Mrs. J. G. Bly; Secretary, C. E. Sheldon; Treasurer, Louise Hart.

*Main business office:* Sherman.

#### The Silver Creek Gas and Improvement Company

*Organization:* Incorporated October 21, 1903, under the Business Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of natural gas wells:* Silver Creek, Chautauqua county.

*Principal officers:* President, William E. Carroll; Vice-president, Samuel S. Carroll; Secretary and Treasurer, Harrison E. Martin.

*Main business office:* 490 Ellicott Square, Buffalo.

#### Snyder Gas Company

*Organization:* Incorporated December 22, 1909, under the Transportation Corporations Law.

*Term of corporate existence:* Forty-nine years.

*Location of natural gas wells:* Amherst.

*Principal officers:* President, H. A. Forman; Vice-president, J. W. Stearns; Secretary, H. B. Huver; Treasurer, S. D. Kittenger.

*Main business office:* 410 Fidelity Building, Buffalo.

#### Sodus Gas and Electric Light Company

*Organization:* Incorporated February 23, 1904, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, C. W. Mills; Vice-president, T. H. Munro; Secretary, G. R. Mills; Treasurer, A. E. Larkin.

*Main business office:* Sodus.

#### The Southern Dutchess Gas and Electric Company

*Organization:* Incorporated May 22, 1905, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plants:* Electric: Beacon (leased from The Citizens Railroad, Light and Power Company); Coal gas: Beacon.

*Principal officers:* President and Treasurer, J. T. Smith; Vice-president, C. H. Watson; Secretary, S. K. Phillips.

*Main business office:* Beacon.

#### Lessor Company

*Citizens Railroad, Light and Power Company:* Incorporated as The Carroll Electric Company, November 4, 1893, under the Transportation Corporations Law (term fifty years); name changed as above by order of Supreme Court December 26, 1901. The electric plant of this company is leased to and operated by The Southern Dutchess Gas and Electric Company; its electric railroad property is leased to and operated by the Fishkill Electric Railway Company.

*Remarks:* Returns incomplete, not tabulated. The following information is abstracted from the report as rendered. Balance sheet December 31, 1914:

<i>Assets Side:</i>	
Cash	\$286
Accounts receivable	1,455
Miscellaneous bond investments	13,500
Fixed capital, electric lighting	277,058
Fixed capital, electric railroad	217,547
<b>Total</b>	<b>\$509,846</b>
<i>Liabilities Side:</i>	
Interest matured and unpaid	\$4,333
Bills payable	14,000
Accounts payable	40,304
Funded debt	175,000
Common stock	175,000
Corporate surplus	101,208
<b>Total</b>	<b>\$509,846</b>
<i>Income account for 1914:</i>	
Rent accrued from lease of electric plant and equipment	\$10,000
Rent accrued from lease of electric railroad	9,000
Interest revenues	775
<b>Total non-operating revenues</b>	<b>\$19,775</b>
Interest accrued on funded debt	9,500
<b>Net or corporate income</b>	<b>\$10,275</b>
<i>Corporate surplus or deficit account for 1914:</i>	
Surplus balance at beginning of year	\$99,673
Net corporate income for year	10,275
Dividends declared 5%	8,740
Surplus balance at close of year	101,208

*Principal officers:* President, E. L. Tompkins; Vice-president, G. A. Schrader; Secretary, S. K. Phillips; Treasurer, B. L. Smith.

*Corporate office:* Beacon.

#### Southern New York Power Company

*Organization:* Incorporated March 25, 1910, under the Transportation Corporations Law. Succeeded to the franchise of The Walton Electric Light Company, incorporated October 28, 1891, under the Transportation Corporations Law (term twenty-five years).

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Walton.

*Principal officers:* President, C. A. Graves; Vice-president, C. N. Jones; Secretary, C. W. Byram; Treasurer, R. C. Megargel.

*Main business office:* Walton.

#### The Southold Lighting Company

*Organization:* Incorporated May 31, 1905, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Acetylene gas: Southold.

*Principal officers:* President, J. H. Marshall; Vice-president, William H. Terry; Secretary, F. K. Terry; Treasurer, L. W. Korn.

*Main business office:* Southold.



**South Shore Gas Company**

*Organization:* Incorporated December 20, 1909, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Water gas: Babylon.

*Principal officers:* President, N. P. Cutler; Vice-president, George W. Ohmsted; Secretary, Henry R. Frost; Treasurer, Ellis L. Phillips.

*Main business office:* Babylon.

**South Shore Natural Gas and Fuel Company**

*Organization:* Incorporated February 10, 1904, under the Business Corporations Law. October 20, 1908, William E. Carroll was appointed receiver. June 3, 1912, the Commission authorized the purchase of franchises, etc., of The Welch Grape Juice Company.

*Term of corporate existence:* Fifty years.

*Location of natural gas wells:* Chautauqua county.

*Principal officers:* Receiver, William E. Carroll.

*Main business office:* 490 Ellicott Square, Buffalo.

**Standard Light, Heat and Power Company**

*Organization:* Incorporated August 30, 1898, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: near Sidney.

*Principal officers:* Vice-president, Edward O. Allen; Secretary and Treasurer, Jerome S. Seacord.

*Main business office:* Unadilla.

**Suburban Power Company**

*Control by other corporation:* Entire capital stock owned by Tonawanda Power Company.

*Organization:* Incorporated October 11, 1904, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, Edward A. Wickes; Vice-president, de Lancey Rankine; Secretary, Frederick L. Lovelace; Treasurer, W. Paxton Little.

*Main business office:* Power House, Buffalo avenue, Niagara Falls.

**Suffern Gas Company**

*Organization:* Incorporated November 12, 1900, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Water gas: Suffern.

*Principal officers:* President and Treasurer, Edward Oakes; Secretary, L. W. La Fetra.

*Main business office:* Suffern.

**Suffolk Gas and Electric Light Company**

*Organization:* Incorporated May 16, 1898, under the Transportation Corporations Law. Succeeded to the property of The Mutual Gas Light Company of Suffolk County, State of New York, incorporated September 17, 1888, under the act for the formation of gas light companies (L. 1848, ch. 37), term fifty years. Bay Shore Electric Light Company, incorporated January 27, 1897, under the Transportation Corporations Law (term fifty years), was merged into Suffolk Gas and Electric Light Company November 15, 1901. Purchased under foreclosure mortgaged premises, property, rights and franchises of The Suffolk Gas Company, incorporated April 28, 1893, under the Transportation Corporations Law (term fifty years).

*Term of corporate existence:* Fifty years; extended for fifty years by certificate dated July 6, 1909, filed July 15, 1909.

*Location of generating plants:* Electric: Bay Shore; Water gas: Bay Shore.

*Principal officers:* President, H. B. Hubbard; Vice-president, Ellis L. Phillips; Secretary, Archibald McLaren; Treasurer, Russell F. Van Doorn.

*Main business office:* Bay Shore.

**The Suffolk Light, Heat and Power Company**

*Organization:* Incorporated August 7, 1901, under the Transportation Corporations Law. Succeeded to the franchises, etc., of The Southampton Electric Light Company, incorporated December 24, 1894, under the Transportation Corporations Law (term fifty years). August 15, 1912, the Commission authorized the transfer of that part of the franchises of Riverhead Electric Light Company in the town of Southampton to this company.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Southampton.

*Principal officers:* President, J. W. Kilbreth; Vice-president, J. M. Sheehan; Secretary, L. E. Terry; Treasurer, W. P. Bishop.

*Main business office:* Southampton.

**A. L. Swett Electric Light and Power Company**

*Organization:* Incorporated May 28, 1898, under the Transportation Corporations Law. In September, 1909, acquired property of Albion Power Company, incorporated July 1, 1898, under the Transportation Corporations Law (term fifty years); certificate of extension (territory and supply of gas) filed June 20, 1902. It succeeded to the franchises, etc., of The Albion Gas Light Company, incorporated May 10, 1858, under the act for the formation of gas light companies (L. 1848, ch. 37), term fifty years from May 10, 1858; see also certificate filed March 13, 1856 (term fifty years from March 7, 1856).

*Term of corporate existence:* Fifty years.

*Location of generating plants:* Electric: Medina, Glenwood Lake, Waterport; Coal gas: Albion.

*Principal officers:* President, A. L. Swett; Vice-president, L. M. Swett; Secretary, R. F. Swett; Treasurer, C. S. Swett.

*Main business office:* Medina.

**Syracuse Lighting Company**

*Control by other corporation:* Majority of capital stock owned by The Syracuse Light and Power Company.

*Organization:* Incorporated May 28, 1901, under the Transportation Corporations Law (corporate powers extended to the supply of steam by certificate filed July 1, 1901). July 1, 1901, it merged Electric Light and Power Company of Syracuse, incorporated September 12, 1892, under the Transportation Corporations Law (term fifty years), and Underground Electric Wire Company, incorporated June 28, 1897, under the Transportation Corporations Law (term fifty years). Electric Light and Power Company of Syracuse succeeded to the franchises, etc., of Syracuse Electric Light and Power Company, incorporated June 5, 1884, under the General Manufacturing Law (term fifty years from June 4, 1884). This latter company, under date of June 14, 1884, acquired by purchase all property in Syracuse of the Thomson-Houston Electric Company, incorporated under the laws of the State of Connecticut. As of July 1, 1902, it acquired the property, etc., of Syracuse Gas Company, incorporated December 9, 1895, under the Transportation Corporations Law (term fifty years). This company purchased as of January 1, 1896, all franchises, etc., of The Gas Light Company of Syracuse, incorporated February 9, 1849, under the act for the formation of gas light companies (term fifty years).

*Term of corporate existence:* Fifty years.

*Location of generating plants:* Electric: 431 Fulton street, Syracuse; Coal gas and water gas: 143 Mechanic street, Syracuse.

*Principal officers:* President, James C. DeLong; Vice-presidents, Walton Clark, Lewis Lillie; Secretary, George W. Curran; Treasurer, E. W. Poole.

*Main business office:* 339 South Warren street, Syracuse.

#### **Syracuse Suburban Gas Company, Inc.**

*Control by other corporation:* Majority of capital stock owned by International Gas and Electric Company, Philadelphia, Penna.

*Organization:* Incorporated January 21, 1913, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of coal gas and water gas.

*Principal officers:* President, Louis Burkhead; Vice-president, W. L. Schug; Secretary, Orry R. Evans.

*Main business office:* Manlius street, East Syracuse.

#### **Theresa Electric Light Company (Frederick L. Santway and James B. Vock)**

Unincorporated electric plant. Returns incomplete; not tabulated. One-half interest in plant purchased by James B. Vock June 20, 1914. This company distributes electric energy purchased from Hydro-Electric Power Company of Theresa to various consumers in the village of Theresa. The cost of current purchased during 1914 is given as \$1055, and the revenues from the sale of such current as \$1583. The report shows 83 consumers at the close of 1914, and an estimated investment in plant and equipment of \$1500.

#### **The Thousand Island Electric Light and Power Company, Limited**

*Organization:* Incorporated January 5, 1889, under "An act to provide for the organization and regulation of certain business corporations" (L. 1875, ch. 611).

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Clayton.

*Remarks:* Returns incomplete; not tabulated. Balance sheet December 31, 1914:

<i>Assets Side:</i>	
Cost of plant and equipment.....	\$47,780
Cash.....	368
Bills receivable.....	2,500
<b>Total.....</b>	<b>\$50,648</b>
<i>Liabilities Side:</i>	
Bills payable.....	\$2,000
Notes.....	19,575
Common stock.....	25,000
Corporate surplus.....	4,073
<b>Total.....</b>	<b>\$50,648</b>

Total revenues and expenses during 1914 are each reported at \$8150, rent deductions \$300, taxes \$401, and uncollectible bills \$2500. Report shows 25 consumers' meters in service and 75 flat rate consumers at close of 1914, together with a street lighting system comprising 26 arc and 28 incandescent lamps.

*Principal officers:* President, Charles A. Ellis; Vice-president, William H. Consaul; Secretary and Treasurer, C. E. Rees.

*Main business office:* Clayton.

#### **The Ticonderoga Electric Light and Power Company**

*Organization:* Incorporated April 2, 1887, under the act for the formation of gas light companies (L. 1848, ch. 37).

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, Mrs. S. T. Burleigh; Vice-president, L. M. Burleigh; Secretary and Treasurer, W. C. Noyes.

*Main business office:* Ticonderoga.

#### **Tonawanda Power Company**

*Control by other corporation:* Entire capital stock owned by The Niagara Falls Power Company.

*Organization:* Incorporated March 21, 1899, as a consolidation of Tonawanda Lighting and Power Company, incorporated February 23, 1897, under the Transportation Corporations Law (term fifty years), and Tonawanda-Cataract Power Company, incorporated October 26, 1898, under the Transportation Corporations Law (term fifty years from October 26, 1898). Succeeded to the franchises, etc., of The Tonawanda Electric Power and Light Company, Limited, incorporated May 22, 1889, under "An act to provide for the organization and regulation of certain business corporations" (L. 1875, ch. 611), term fifty years; and Tonawanda and Wheatfield Electric Company, incorporated April 8, 1890, under the General Manufacturing Law (L. 1848, ch. 40), term fifty years from April 5, 1890.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, Edward A. Wickes; Vice-president, de Lancey Rankine; Secretary, Frederick L. Lovelace; Treasurer, W. Paxton Little.

*Main business office:* 20 Webster street, North Tonawanda.

#### **Tri-County Natural Gas Company**

*Organization:* Incorporated July 25, 1908, under the Business Corporations Law.

*Term of corporate existence:* Perpetual.

*Nature of service:* Transmission and distribution of natural gas.

*Principal officers:* President and Treasurer, A. Miner Wellman; Vice-president, T. B. Crary; Secretary, Guy Wellman.

*Main business office:* Library Building, Main street, Caledonia.

#### **Troy Gas Company**

*Organization:* Incorporated October 11, 1889, as a consolidation of Troy Gas Light Company, incorporated April 6, 1848, under the act for the formation of gas light companies (L. 1848, ch. 37), term fifty years; The Troy Citizens' Gas Light Company, incorporated March 19, 1875, under the same act (term fifty years); and The Troy Fuel Gas Company, incorporated July 28, 1885, under the General Manufacturing Law (L. 1848, ch. 40), term fifty years from August 3, 1885. In 1892, by purchase, it acquired the property, etc., of The Troy Electric Light Company, incorporated February 21, 1885 (prior certificate of incorporation under same name filed April 16, 1883; see affidavit of majority of incorporators of prior company attached to certificate, showing that former company had not completed incorporation), under the General Manufacturing Law (term fifty years from February 21, 1885); and Edison Light and Power Company of Troy, incorporated February 11, 1888, under the General Manufacturing Law (term fifty years from February 11, 1888). October 18, 1907, Troy Gas Company merged The Beacon Electric Company of Lansingburgh, N. Y., incorporated May 1, 1896, under the Transportation Corporations Law (term fifty years).

*Term of corporate existence:* Fifty years.

*Location of generating plants:* Electric: Liberty and River streets, Troy; Water gas: Smith avenue, Troy.

*Principal officers:* President, Edward Murphy, 2nd; Vice-president, H. C. Shields; Secretary and Treasurer, W. C. Coleman.

*Main business office:* Savings Bank Building, Troy.

#### **The Twin State Gas & Electric Company (Hoosick Falls Division)**

*Control by other corporation:* Majority of capital stock owned by National Light, Heat and Power Company.

*Organization:* Incorporated August 25, 1906, under the laws of Connecticut; and see laws of Maine, act of Febru-



ary 22, 1907 (ch. 103), as to right to exercise powers in Maine; certificate for doing business in the State of New York filed in Secretary of State's office April 23, 1908. Hoosick Falls Illuminating Company, incorporated May 15, 1905, under the Transportation Corporations Law (term fifty years), was merged into The Twin State Gas & Electric Company August 26, 1908. Succeeded to the franchises, etc., of Hoosick Falls Electric Company, incorporated September 19, 1900, under the Transportation Corporations Law (term fifty years); and Hoosick Falls Water Power and Light Company, incorporated April 14, 1896, under the Transportation Corporations Law (term fifty years).

*Term of corporate existence:* Perpetual.

*Location of generating plant:* Electric: Town of Hoosick, Rensselaer county.

*Remarks:* Report purports to cover only operations within New York state, i. e. in Hoosick Falls.

*Principal officers:* President, J. L. Meloon; Vice-president, Howard L. Olds; Secretary, A. D. Foster; Treasurer, W. G. Meloon.

*Main business office:* Hoosick Falls.

#### **Tyler Light and Power Company, Inc.**

*Organization:* Incorporated May 5, 1914, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Vernon.

*Principal officers:* President and Treasurer, E. E. Morris; Vice-president and Secretary, G. C. Capes.

*Main business office:* Vernon.

#### **Ulster Electric Light, Heat and Power Company**

*Control by other corporation:* Majority of capital stock owned by American Gas Company.

*Organization:* Incorporated May 7, 1903, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Saugerties.

*Principal officers:* President, M. W. Stroud; Vice-president, S. P. Curtis; Secretary, W. L. Fox; Treasurer, J. B. Townsend, 3rd.

*Main business office:* Saugerties.

#### **The Union Electric Company**

*Organization:* Incorporated February 20, 1899, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Whitney Point.

*Principal officers:* President, D. O'Conner; Secretary, Mrs. John O'Conner.

*Main business office:* Whitney Point.

#### **Union Springs Gas Company (Marion Yauger)**

Unincorporated acetylene gas plant. Returns incomplete; not tabulated. Cost of plant and equipment operating revenues, and operating expenses are each given as \$400.

#### **Union Springs Light and Power Company**

*Organization:* Incorporated December 1, 1911, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Union Springs.

*Principal officers:* President and Treasurer, F. L. Mason; Vice-president, L. A. Mason; Secretary, F. L. Eggleston.

*Main business office:* Union Springs.

#### **United Gas, Electric Light and Fuel Company of Sandy Hill and Fort Edward, New York**

*Control by other corporation:* Majority of capital stock owned by Utica Gas and Electric Company.

*Organization:* Incorporated September 14, 1899, under the Transportation Corporations Law. It succeeded to the franchises, etc., of The Fort Edward Electric Light and Power Company, Limited, incorporated December 20, 1887, under the act to provide for the formation and regulation of certain business corporations (L. 1875, ch. 611), term fifty years.

*Term of corporate existence:* Fifty years.

*Location of generating plants:* Electric: Energy purchased from Glens Falls Gas and Electric Light Company; Coal gas: Fort Edward.

*Principal officers:* President, James C. Brady; Vice-president, William E. Lewis; Secretary, M. J. Brayton; Treasurer, George H. Stack.

*Main business office:* 217 Main street, Hudson Falls.

#### **Upper Hudson Electric and Railroad Company**

*Organization:* Originally incorporated May 28, 1901, under the Transportation Corporations Law, under the name Upper Hudson Electric Company. June 5, 1901, it merged The Athens Electric Light and Power Company, incorporated October 27, 1898, under the Transportation Corporations Law (term fifty years); and The Coxsackie Electric Light Company, incorporated April 30, 1898, under the Transportation Corporations Law (term fifty years). March 4, 1903, it merged The Ravena Electric Company, incorporated March 12, 1901, under the Transportation Corporations Law (term fifty years). June 3, 1905, an amended certificate of incorporation was filed under section 21 of the Railroad Law, authorizing increase of stock to \$500,000 and changing corporate title to Upper Hudson Electric and Railroad Company. December 5, 1912, it was consolidated with Schoharie Light and Power Company and Catskill Illuminating and Power Company, under the same name. Schoharie Light and Power Company was incorporated November 3, 1904, under the Transportation Corporations Law, with powers as an electrical corporation; extended to supply of gas and to lease the properties and franchises of Catskill Illuminating and Power Company, by certificates filed May 6, 1907 (term fifty years; extended for fifty years from expiration of that period by certificate dated March 11, 1907, filed March 16, 1907). Leased plant of Catskill Illuminating and Power Company (electricity), incorporated September 22, 1890, under the General Manufacturing Law (L. 1848, ch. 40): powers extended to supply of gas by certificate filed May 10, 1893 (term fifty years from September 22, 1890). See special act passed April 17, 1858 (ch. 313), authorizing the trustees of the Village of Catskill to permit the construction of gas works and to loan the credit of the corporation for the same. November 14, 1912, when approving such consolidation, the Commission also approved the sale of the franchises, etc., of Cairo Electric Light and Power Company, incorporated June 23, 1905, under the Transportation Corporations Law (term fifty years), to Schoharie Light and Power Company.

*Term of corporate existence:* Fifty years (by amended certificate under section 21 of the Railroad Law, one hundred years; see also agreement of consolidation, fifty years).

*Location of generating plants:* Electric: Catskill, Coxsackie, Cairo, Hunter; Coal gas: Catskill.

*Principal officers:* President, Edwin A. Stevens; Vice-president, Cyrus Showers; Secretary, Fred W. Titus; Treasurer, J. M. Sheehan.

*Main business office:* Catskill.

#### **Utica Gas and Electric Company**

*Organization:* Incorporated May 10, 1902, under the Transportation Corporations Law; amended certificate (territory) filed October 4, 1907. May 26, 1902, Equitable Gas and Electric Company of Utica, incorporated February



25, 1888, as a consolidation (term fifty years) of Equitable Gas Light and Fuel Company of Utica, incorporated May 18, 1886, under the act for the formation of gas light companies (L. 1848, ch. 37), term fifty years; and Utica Electric and Gas Company, incorporated April 8, 1887, as a consolidation (term fifty years) of The Utica Gas Light Company, incorporated November 23, 1848, under the act for the formation of gas light companies (term fifty years); and The Central New York Electric Light and Power Company, incorporated August 24, 1881, under the General Manufacturing Law (term fifty years); and The Utica Electric Light and Power Company, incorporated December 8, 1899 (see earlier agreement of consolidation between same companies and Utica Electrical Manufacturing and Supply Company, filed June 27, 1899, which later agreement recites was not carried into effect), as a consolidation (term fifty years) of The Utica Electric Light Company, incorporated January 9, 1888, under the General Manufacturing Law (term fifty years from January 9, 1888), and Trenton Falls Electric Light and Power Company, incorporated June 1, 1899, under the Transportation Corporations Law (term fifty years); which merged into itself November 20, 1899, Utica Electrical Manufacturing and Supply Company, incorporated May 26, 1890, under the General Manufacturing Law (term fifty years); were merged into Utica Gas and Electric Company. July 1, 1907, it merged Herkimer County Light and Power Company, incorporated April 20, 1898, as a consolidation (term fifty years) of Herkimer Gas Light Company, incorporated May 17, 1881, under the act for the formation of gas light companies (term fifty years); United Gas and Electric Companies, incorporated January 11, 1897, as a consolidation (term fifty years) of The Little Falls Electric Light and Power Company, incorporated March 1, 1892, under the Transportation Corporations Law (term fifty years); and The Little Falls Gas Light Company, incorporated October 20, 1869, under the act for the formation of gas light companies (term to September 1, 1911); and The Ilion and Mohawk Gas Light Company, incorporated August 2, 1869, under the act for the formation of gas light companies (term fifty years from July 28, 1869).

*Term of corporate existence:* Fifty years.

*Location of generating plants:* Electric: Trenton Falls; Dolgeville; Little Falls; Frankfort; Washington street, Utica; Cornelia street, Utica; Coal gas: Ilion, Herkimer, Little Falls; Water gas: Washington street, Utica.

*Principal officers:* President, James C. Brady; Vice-president, William E. Lewis; Secretary, M. J. Brayton; Treasurer, George H. Stack.

*Main business office:* 222 Genesee street, Utica.

#### **The Vestal Lighting Company**

*Organization:* Incorporated November 25, 1908, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, H. D. Harris; Vice-president, Lee DuBois; Secretary, B. D. Leighton; Treasurer, W. S. Pierce.

*Main business office:* Vestal.

#### **The Wallkill Valley Electric Light and Power Company**

*Organization:* Incorporated May 4, 1893, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Walden (not in service in 1914).

*Principal officers:* President, Anson J. Fowler; Secretary and Treasurer, C. Fred Fowler.

*Main business office:* Walden.

#### **Wappingers Falls (Garner Print Works and Bleachery)**

The main business of this company is bleaching cloth, in connection with which both an electric and a gas plant have been operated. During 1914 the operation of the gas plant was discontinued.

*Principal officers:* President, S. M. Milliken; Vice-presidents, Charles E. Perkins, Robert Mains; Secretary, R. S. Holbrook.

*Main business office:* Wappingers Falls.

#### **Warren County Electric Light, Heat and Power Company**

In a previous report the corporation states as follows: "The land and pole lines of the company constitute all its property. The Hudson Valley Railway Company, which owns all the stock (\$10,000 par value), acted for the company in acquiring this property with the proceeds of the company's capital stock, and itself uses the same as the agent of the company, reporting the operations thereof in the report of its own operations." There is nothing to indicate that this statement does not still apply. The company owns certain lands about four miles north of the village of Warrensburgh, and certain flowage rights along the Hudson river northerly to what is known as Tumble Head Falls; it also owns certain rights of way for the location of high tension pole lines, and franchises in the towns of Moreau and Queensbury, and village of Glens Falls.

*Principal officers:* President, C. S. Sims; Vice-president, W. H. Williams; Secretary, W. H. Elder; Treasurer, H. F. Atherton.

*Corporate office:* 598 Broadway, Albany.

#### **Warsaw Gas and Electric Company**

*Organization:* Incorporated November 3, 1892, as a consolidation of The Warsaw Electric Light and Power Company, Limited, incorporated December 11, 1890, under "An act to provide for the organization and regulation of certain business corporations" (L. 1875, ch. 611), term fifty years; and The Citizens Gas Light Company, incorporated January 14, 1871, under the act for the formation of gas light companies (L. 1848, ch. 37), term fifty years.

*Term of corporate existence:* Fifty years.

*Location of generating plants:* Electric: Murray street, Warsaw; Water gas: Court street, Warsaw.

*Principal officers:* President, George W. Olmsted; Vice-president, E. H. Morris; Secretary, Henry R. Frost; Treasurer, Ellis L. Phillips.

*Main business office:* Warsaw.

#### **Warwick Valley Light and Power Company**

*Control by other corporation:* Entire capital stock owned by Orange and Rockland Electric Company.

*Organization:* Incorporated March 7, 1889, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, R. W. Smith; Secretary, Elwood C. Smith; Treasurer, Frank Durland.

*Main business office:* Monroe.

#### **Watertown Light and Power Company**

See Northern New York Utilities, Inc.

*Organization:* Incorporated July 8, 1908, as a consolidation of Watertown Gas Light Company, incorporated February 28, 1852, under the act for the formation of gas light companies (L. 1848, ch. 37), term fifty years; and Watertown Light and Power Company, incorporated June 1, 1906, under the Transportation Corporations Law (term fifty years), amended certificate (territory) filed July 22, 1912. It succeeded to the franchises, etc., of Watertown Electric Light Company, Limited, incorporated August 25, 1885, under the act to provide for the organization and



regulation of certain business corporations (L. 1875, ch. 611), term thirty years from August 11, 1885. August 26, 1913, Dexter Electric Light and Power Company, incorporated May 26, 1905, under the Transportation Corporations Law (term fifty years), was merged into Watertown Light and Power Company. On November 30, 1914, Watertown Light and Power Company was merged into Northern New York Utilities, Inc. (see that title).

*Term of corporate existence:* Fifty years.

*Location of generating plants:* Electric: Mill and Moulton streets, Watertown; Black River; Dexter; South Edwards; Coal gas and water gas: 327 Engine street, Watertown.

*Principal officers:* President, C. C. Burns; Vice-president, S. L. George; Secretary, F. A. Rogers; Treasurer, John B. Taylor.

*Main business office:* 137 Arsenal street, Watertown.

#### The Waterville Gas and Electric Company

*Organization:* Incorporated August 1, 1903, as a consolidation of Waterville Electric Light and Power Company, incorporated December 5, 1899, under the Transportation Corporations Law (term fifty years); amended certificate filed February 2, 1903, changing title to Waterville Electric Light and Power Company and extending its powers to the supply of steam; and The Waterville Gas Light Company, incorporated July 6, 1881, under the act for the formation of gas light companies (term fifty years).

*Term of corporate existence:* Fifty years.

*Location of generating plants:* Electric: Waterville; Coal gas and water gas: Waterville.

*Principal officers:* President, Orrin Terry; Secretary, C. M. Wickwire; Treasurer, M. M. Terry.

*Main business office:* Main street, Waterville.

#### Watkins Illuminating and Power Company

*Organization:* Incorporated October 14, 1905, as a reorganization of Watkins Consolidated Gas and Electric Light Company, incorporated June 15, 1901, under the Transportation Corporations Law. Succeeded to the franchises, etc., of The Watkins Gas Company, Limited, incorporated March 9, 1878, under "An act to provide for the organization and regulation of certain business corporations" (L. 1875, ch. 611), term fifty years from January 8, 1878; and of the Watkins Gas Light Company, incorporated February 17, 1869, as a manufacturing corporation (term to January 1, 1919).

*Term of corporate existence:* Fifty years (Watkins Consolidated Gas and Electric Light Company).

*Location of generating plant:* Coal gas: Watkins.

*Principal officers:* President, George A. Walter; Secretary and Treasurer, C. M. Durland.

*Main business office:* East Fourth street, Watkins.

#### Wayland Electric Light and Power Company (John Kimmel)

*Organization:* Unincorporated; plant owned by John Kimmel.

*Location of generating plant:* Electric: Wayland.

*Remarks:* Returns incomplete; not tabulated. Assets and liabilities as of December 31, 1914 are reported as follows:

Assets:	
Cash.....	\$150
Bills receivable.....	300
Materials and supplies.....	2,500
Fixed capital.....	27,500
<b>Total assets.....</b>	<b>\$30,450</b>
Liabilities:	
Bills payable.....	\$8,000
Accounts payable.....	1,800
Materials and supplies unpaid for.....	300
Funded debt.....	2,000
<b>Total liabilities.....</b>	<b>\$12,100</b>

Total revenues for 1914 are given as \$13,456, entirely from sales of current, with total expenses of \$18,798. No surplus or deficit account is reported, and no record is kept of the quantity of current generated or sold except in the case of current sold for

municipal street lighting, 19,362 kw.h. Consumers' meters in service at close of year are given as 215.

*Main business office:* Wayland.

#### Wayland-Steuben Power Company, Inc.

*Organization:* Incorporated December 26, 1913, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Wayland.

*Remarks:* Returns incomplete; not tabulated. Balance sheet December 31, 1914:

Assets Side:	
Cash.....	\$448
Other current assets.....	524
Fixed capital.....	38,784
Prepayments.....	29
Corporate deficit.....	5,368
<b>Total.....</b>	<b>\$45,153</b>
Liabilities Side:	
Interest matured and unpaid.....	\$1,050
Bills payable.....	1,000
Accounts payable.....	1,266
Funded debt.....	26,837
Common stock.....	15,000
<b>Total.....</b>	<b>\$45,153</b>

Total revenues for 1914 are given as \$6309, entirely from sales of current to the Wayland Electric Light and Power Company and to the Wayne Power Company, with total expenses of \$11,677. No surplus or deficit account is reported. Three hundred and forty-six thousand two hundred and ten kw.h. of electric energy are reported as having been generated during the year, entirely by steam power. Of this amount, 241,717 kw.h. were sold to the electrical companies above mentioned; and the remainder, 104,493 kw.h., is given as unaccounted for.

*Principal officers:* President and Treasurer, John Kimmel; Vice-president, O. F. Kiefer; Secretary, Victor M. Kimmel.

*Main business office:* Wayland.

#### Wayne Power Company

*Organization:* Incorporated March 4, 1912, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, G. R. Wells; Vice-president, Anna G. Putnam; Secretary, C. W. Mills; Treasurer, Willard H. Richardson.

*Main business office:* Sodus.

#### Webster Gas Company

*Organization:* Incorporated June 11, 1907, under the Transportation Corporations Law. It acquired the franchises, etc., originally granted to J. K. Rush, and by him assigned to The Rush Acetylene Generator Company, incorporated January 18, 1904, under the Business Corporations Law (term perpetual).

*Term of corporate existence:* Fifty years.

*Remarks:* A letter over the signature of George G. Mason, treasurer, dated December 26, 1913, states that it was then the company's intention to discontinue its operations (the manufacture and sale of acetylene gas) on January 1, 1914. No report for 1914 was made.

#### Weedsport Electric Light Company

*Control by other corporation:* Entire capital stock owned by Empire Gas and Electric Company.

*Organization:* Incorporated April 11, 1899, under the Transportation Corporations Law.

*Term of corporate existence:* Twenty years.

*Location of generating plant:* Electric: Weedsport.

*Principal officers:* President, H. O. Palmer; Vice-president, H. L. Coleman; Secretary, L. C. Reynolds; Treasurer, C. H. Pierce.

*Main business office:* 103 Castle street, Geneva.

#### Wells Island Light and Heat Company

*Organization:* Incorporated August 24, 1907, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.



*Location of generating plant:* Acetylene gas: Thousand Island Park.

*Remarks:* Returns incomplete; not tabulated. This corporation manufactures and sells acetylene gas at Thousand Island Park, where it has a franchise reported to have been granted by the Thousand Island Park Association, the consideration being that to the Association should be paid 5 per cent of the gross receipts from operation. The report for the year ended December 31, 1914, states that \$475 worth of gas was produced during the year, and that there is owing on notes about \$5000.

*Principal officers:* President, L. L. Matteson; Secretary and Treasurer, James A. Morris.

*Main business office:* Thousand Island Park.

#### **The Wellsville Electric Light, Heat and Power Company**

*Control by other corporation:* Majority of capital stock owned by United Water and Light Company.

*Organization:* Incorporated February 20, 1893, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Wellsville.

*Principal officers:* President, James Macken; Vice-president, A. M. Lynu; Secretary, W. D. Freer; Treasurer, D. M. Watt.

*Main business office:* Wellsville.

#### **West Branch Light and Power Company**

*Organization:* Incorporated February 8, 1906, under the Transportation Corporations Law (term fifty years), and consolidated without change of name August 8, 1906, with The Stamford Electric Light Company, incorporated July 6, 1892, under the Transportation Corporations Law (term fifty years).

*Term of corporate existence of consolidated company:* Fifty years.

*Location of generating plants:* Electric: Stamford, South Kortright.

*Principal officers:* President and Treasurer, John P. Grant; Vice-president, Carrie E. Grant; Secretary, Helen R. Taylor.

*Main business office:* Stamford.

#### **Westchester Lighting Company**

*Control by other corporation:* Majority of capital stock owned by Consolidated Gas Company of New York.

*Organization:* Incorporated November 5, 1900, under the Transportation Corporations Law. December 1, 1900, the following corporations were merged into Westchester Lighting Company: The Yonkers Gas Light Company incorporated May 12, 1854, under the act for the formation of gas light companies (term fifty years); Municipal Gas Company of Yonkers, incorporated June 2, 1879, under the same act (term fifty years); The Westchester Gas Light Company of the City of Yonkers, incorporated September 24, 1875, under the act for the formation of gas light companies (term fifty years: see also certificate of incorporation of The Westchester Gas Light Company filed January 2, 1886, under the General Manufacturing Law); New York Suburban Gas Company, incorporated March 9, 1899, as a consolidation (term fifty years) of Eastchester Gas Light Company, incorporated September 11, 1890, under the General Manufacturing Law (term fifty years); The Pelham Gas Light Company, incorporated January 16, 1895, under the Transportation Corporations Law (term fifty years); Larchmont Gas Company incorporated January 6, 1897, under the Transportation Corporations Law (term fifty years); and Westchester Gas and Electric Company, incorporated January 2, 1897, under the Transportation Corporations Law (term fifty years). March 30, 1899, New Rochelle Gas and Fuel Company, incorporated December 1, 1887, under the act for the formation of gas light companies (term fifty years), was consolidated with New York Suburban Gas Company under the name of the

latter. Westchester Gas and Coke Company, incorporated March 6, 1899, under the Transportation Corporations Law (term fifty years); Port Chester Electric Lighting Company, incorporated June 28, 1898, under the Transportation Corporations Law (term fifty years); Huguenot Electric Light, Heat and Power Company, incorporated May 1, 1900, amended certificate (territory) filed December 1, 1900, under the Transportation Corporations Law (term fifty years); Eastchester Electric Company, incorporated July 26, 1889, under the General Manufacturing Law (term fifty years from July 1, 1889). July 23, 1891, The Combination Electric Light and Power Company, incorporated October 1, 1890, under the General Manufacturing Law, was consolidated with Eastchester Electric Company under the name of the latter (term fifty years from May, 1891). Larchmont Electric Light Company, incorporated February 23, 1894, under the Transportation Corporations Law (term fifty years from February 19, 1894); The Pelham Electric Light and Power Company, incorporated January 30, 1897, under the Transportation Corporations Law (term fifty years); and Mount Kisco Lighting Company, incorporated June 23, 1899, under the Transportation Corporations Law (term fifty years from June 23, 1899). December 1, 1902, the following corporations were merged into Westchester Lighting Company: Hudson River Gas and Electric Company, incorporated June 6, 1895, as a consolidation of Tarrytown and Irvington Union Gas Light Company, incorporated March 14, 1859, under the act for the formation of gas light companies (term fifty years); Excelsior Electric Light Company of Tarrytown, incorporated July 2, 1893, under the Transportation Corporations Law (term fifty years); New York and Dobbs Ferry Light, Heat and Power Company, incorporated June 11, 1894, as a consolidation (term fifty years) of Irvington and Greenburg Gas Company, incorporated May 15, 1894, under the Transportation Corporations Law (term fifty years), and Dobbs Ferry Lighting Company, incorporated April 28, 1894, under the Transportation Corporations Law (term fifty years); and Dobbs Ferry and Hastings Gas Company, incorporated May 5, 1887, under the General Manufacturing Law (term fifty years); and White Plains Lighting Company, incorporated June 10, 1898, under the Transportation Corporations Law (term fifty years). October 20, 1904, New York and Westchester Lighting Company, incorporated July 11, 1904, under the Transportation Corporations Law (term fifty years), was also merged into Westchester Lighting Company. June 13, 1914, Pelham Bay Park Electric Light, Power and Storage Company, incorporated July 23, 1890, under the General Manufacturing Law, was merged into Westchester Lighting Company.

*Term of corporate existence:* Fifty years.

*Location of generating plants:* Electric: Tarrytown. New Rochelle, Mt. Kisco; Coal gas: Pelham; Water gas: 119 Woodworth avenue, Yonkers; Pelham, Rye, White Plains, Tarrytown.

*Principal officers:* President, F. A. Stratton; Vice-presidents, B. W. Stilwell, W. J. Clark; Secretary, R. A. Carter; Treasurer, E. S. Bellows.

*Main business office:* Mount Vernon.

#### **Western New York Electric Company**

*Organization:* Incorporated November 2, 1911, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, A. N. Broadhead; Vice-president, S. B. Broadhead; Secretary, William R. Reynolds; Treasurer, Albert S. Price.

*Main business office:* 316 North Main street, Jamestown, N. Y.



**The Western Vermont Power and Light Company**

Adds "Inc." in New York.

*Organization:* Incorporated July 2, 1912, under the general laws, chapter 187, of the Public Statutes of the State of Vermont. Certificate authorizing the transaction of business in this State filed June 27, 1913.

*Term of corporate existence:* Not stated.

*Location of generating plant:* Electric: Carvers Falls, Vt.

*Remarks:* The business of this corporation in New York state is so inconsiderable that a complete report has not been required, and no figures for it are included in the tabulations. The following information is the substance of the report rendered for 1914:

Par value of stock issued and outstanding.....	\$120,000
Par value of bonds issued and outstanding.....	\$400,000
Amount paid as dividends on stock during 1914.....	\$10,200
Amount paid as interest on bonds during 1914.....	\$20,000
Total receipts during 1914.....	\$59,917
Total expenditures during 1914.....	\$30,714
Quantity of current sold in New York state during 1914.....	433,610 kw.h.
Total revenue from sale of current in New York state during 1914.....	\$3,327

*Principal officers:* President, Joseph B. Taylor; Vice-president, T. W. Moloney; Secretary, O. Clement Swenson; Treasurer, C. H. West.

*Main business office:* Rutland, Vt.

**West Shore Gas Company**

*Organization:* Incorporated December 15, 1905, under the Transportation Corporations Law. It succeeded to the franchises and property of The Haverstraw Light and Fuel Gas Company, incorporated July 26, 1898, under the Transportation Corporations Law (term fifty years).

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Water gas: Haverstraw.

*Principal officers:* President, A. G. Scully; Secretary, H. F. Bragg; Treasurer, J. A. Smith.

*Main business office:* Haverstraw.

**West Winfield Gas Company**

*Organization:* Incorporated December 4, 1897, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Gasoline gas: West Winfield.

*Principal officers:* President, J. H. Stephens; Vice-president, H. H. Wheeler; Secretary, A. J. Rose; Treasurer, A. C. Hackley.

*Main business office:* West Winfield.

**Wetmore Electric Company**

*Organization:* Incorporated August 20, 1898, under the Transportation Corporations Law. March 22, 1899, The Lowville Electric Light and Power Company, Limited,

incorporated February 13, 1889, under "Act to provide for the organization and regulation of certain business corporations" (L. 1875, ch. 611), term twenty-five years, was merged into Wetmore Electric Company.

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Belfort.

*Principal officers:* President, Charles D. Moore; Vice-president, Christina Schraub; Secretary, Charles S. Mereness; Treasurer, Henry A. Petrie.

*Main business office:* Lowville.

**Williamsville Natural Gas Company**

*Organization:* Incorporated September 7, 1904, under the Business Corporations Law.

*Term of corporate existence:* Fifty years.

*Location of natural gas wells:* Williamsville.

*Principal officers:* President, J. W. Stearns; Secretary and Treasurer, Edward C. Koester.

*Main business office:* 401 Iroquois Building, Buffalo.

**Yates Electric Light and Power Company**

*Control by other corporation:* Entire capital stock owned by Taylor Chemical Company.

*Organization:* Incorporated June 16, 1900, under the Transportation Corporations Law. Succeeded to the franchise of Penn Yan Electric Light and Power Company, incorporated August 4, 1891, under the Transportation Corporations Law (term fifty years).

*Term of corporate existence:* Fifty years.

*Location of generating plant:* Electric: Seneca Mills.

*Principal officers:* Secretary, William J. Tylee.

*Main business office:* Penn Yan.

**The Yonkers Electric Light and Power Company**

*Control by other corporation:* Majority of capital stock owned by The New York Edison Company.

*Organization:* Incorporated October 22, 1886, under the name of The Yonkers Schuyler Electric Company, under the act authorizing the formation of gas light companies (L. 1848, ch. 37); and May 24, 1892, name changed to The Yonkers Electric Light and Power Company by order of the Supreme Court.

*Term of corporate existence:* Fifty years.

*Nature of service:* Transmission and distribution of electric energy.

*Principal officers:* President, Thomas E. Murray; Vice-president, Arthur Williams; Secretary, J. W. Lieb; Treasurer, Joseph Williams.

*Main business office:* 9 Manor House Square, Yonkers.

**PART II: INCHOATE AND DORMANT CORPORATIONS**

The following statement gives for corporations organized to carry on an electric or gas business, which have either not yet begun operations or have ceased operations without becoming defunct as a corporation, a brief abstract of the more important information shown in their annual reports or in the Commission's records. No attempt has been made to tabulate returns of inchoate and dormant corporations.

**Brookfield Electric Light and Power Company, Inc.**

*History:* Incorporated in December, 1913; \$2500 par value of capital stock authorized by Public Service Commission, Second District, March 16, 1914. Corporation organized to supply the village of Brookfield, Madison county, with lighting facilities.

Balance sheet December 31, 1914:

<i>Assets Side:</i>	
Cash.....	\$104
Bills receivable.....	120
Other current assets.....	840
Fixed capital.....	3,762
	<b>\$4,826</b>

<i>Liabilities Side:</i>	
Interest matured and unpaid.....	\$30
Bills payable.....	1,050
Salaries and wages unpaid.....	91
Materials and supplies unpaid.....	418
Common stock.....	2,320
Surplus.....	917
<b>Total.....</b>	<b>\$4,826</b>

No income or expenses are reported for 1914.

*Principal officers:* President, C. H. Brown; Secretary, F. M. Spooner; Treasurer, M. T. Hibbard.

*Main business office:* Brookfield.

**Canadian-American Power Corporation**

*History:* Incorporated July 30, 1913. September 18, 1913, the Public Service Commission, Second District, authorized the issuance of \$500 par value of common stock for incorporation purposes. Applications for permission to commence construction and to exercise its franchises, to issue \$935,000 par value preferred stock and \$2,999,500 par value common stock, and to merge the Niagara Falls Electrical Transmission Company, were pending before the Commission at the close of 1914.

*Principal officers:* President, Rodman E. Griscom; Vice-president, Francis T. Homer; Secretary and Treasurer, Marshall J. Dodge.

*Main business office:* 40 Wall street, New York city.

**Churchville Light and Heating Company**

A letter dated July 16, 1914, from William L. Ormrod, ex-president, states that "the Churchville Light and Heating Company, Churchville, is no longer in business, having sold out to the Village of Churchville early in January, 1914."

**Cohoes Company**

*History:* Original charter as a hydraulic corporation dated March 28, 1826. August 28, 1913, the Public Service Commission, Second District, approved the application of the Cohoes Company to exercise rights and privileges under certain franchises and to construct a hydro-electric plant upon the lands in the bed of the Mohawk river adjacent to the uplands of the petitioner in the city of Cohoes, for the purpose of furnishing to manufactories, etc., electric power in place of hydraulic power.

Balance sheet December 31, 1914:

Assets Side:	
Cash.....	\$86,664
Accounts receivable.....	69,719
Investments.....	157,692
Fixed capital, electric.....	5,195,721
Suspense.....	440,201
<b>Total.....</b>	<b>\$5,949,996</b>
Liabilities Side:	
Bills payable.....	\$728,000
Accrued amortization of capital.....	88,870
Common stock.....	1,200,000
Corporate surplus.....	3,932,126
<b>Total.....</b>	<b>\$5,949,99</b>

The income account shows \$8415 interest received and \$25,906 interest paid during 1914.

Fixed capital is reported to consist of "Real estate, water rights, developed and undeveloped dams and canals, factories, Crescent property, and farms".

*Principal officers:* President and Treasurer, Lorenzo Semple; Secretary, W. P. Parsons.

*Main business office:* Cohoes.

**Consumers' Gas Company of Long Island**

*History:* Incorporated March 14, 1914. The order of the Public Service Commission, Second District, dated September 10, 1914, authorized the respondent to construct and operate a gas plant in the towns of Southold and Riverhead, Suffolk county, and to exercise privileges under franchises granted by those towns.

Balance sheet December 31, 1914:

Assets Side:	
Cost of plant and equipment.....	\$8,820
Cash.....	644
Stock subscriptions.....	3,690
Deficit.....	178
<b>Total.....</b>	<b>\$13,332</b>
Liabilities Side:	
Bills payable.....	\$7,500
Accounts payable.....	1,732
Stock subscriptions paid.....	410
Stock subscribed for, not paid.....	3,690
<b>Total.....</b>	<b>\$13,332</b>

Expenses and income deductions for 1914 are reported as salaries and expenses of general officers \$11, and interest deductions \$167. No mention of any revenue is made.

*Principal officers:* President, Moritz Korff; Vice-presi-

dent, Archibald McLaren; Secretary and Treasurer, Robert Taylor.

*Main business office:* Room 507, 35 Nassau street, New York city.

**Endicott-Union Gas Company**

*History:* Incorporated February 19, 1911. As of December 31, 1913, the report states: "No plant or equipment yet erected. The incorporators have expended large sums of money on account of incorporation, securing charter, franchises, attorney's fees, bonds for franchises, and other necessary expenses, but no stock or bonds have been issued. The engineers who have been employed to go over the matter carefully for the purpose of getting business started, claim plant and equipment can not be made and erected with amount authorized by Commission owing to increased cost of materials, labor, etc." The issue of a mortgage to secure the payment of bonds to be issued thereunder, to the maximum amount of \$150,000, has been authorized by the Public Service Commission, Second District. Of this \$150,000, the aggregate amount of \$75,000 par value of bonds may be issued when the \$25,000 capital stock shall have been subscribed for, cash paid in, and proof of issue filed with the Commission. The corporation has franchises covering natural gas operations in the villages of Endicott and Union. The report of this company for the year ended December 31, 1914, had not been filed at date of going to press.

**The Harvest Gas and Oil Company**

*History:* July 3, 1913, the Public Service Commission, Second District, authorized the respondent to build and operate a plant for the conveyance and distribution of natural gas in the town of East Hamburg, Erie county, and to issue \$1400 par value of common stock in addition to the \$2100 already issued. The balance sheet as of December 31, 1914, shows an investment in meters, pipe, regulators, house pump and fittings, amounting to \$7138. On the other side are shown common stock \$3500 and corporate surplus \$3638. The company reports that it has a franchise to supply the Jewettville Brick Company with natural gas at 13 cents per M cu. ft. at Orchard Park, and at 14 cents per M cu. ft. at Jewettville. No mention of any revenues or expenses is made although it is stated that one well and four miles of pipe line were in operation at close of year.

*Principal officers:* President, John Strebel; Vice-president, William Beck; Secretary, Charles H. Brown; Treasurer, Frank E. Murphy.

*Main business office:* Orchard Park.

**Heuvelton Heat, Light and Power Company**

*History:* Incorporated September 19, 1908 under the Transportation Corporations Law. February 10, 1913, the Public Service Commission, Second District, approved the transfer to the Heuvelton Heat, Light and Power Company of certain properties and franchises owned by Edward L. Thornton, operating an electric plant in the village of Heuvelton, St. Lawrence county. The Commission also approved the exercise by the Heuvelton Heat, Light and Power Company of all rights under such franchise in the towns of Oswegatchie and DePeyster, and consented to the issue of \$25,000 capital stock in payment for the property. The transfer was effected March 5, 1913. September 1, 1913, the corporation ceased operations, and October 14, 1913, sold its real estate not used in electric operations and distributed the proceeds to the stockholders. The report for 1914 states that \$750 was received during the year for rent of saw and grist mill. No other revenues or expenses are reported.

*Principal officers:* President, Edward L. Thornton; Secretary and Treasurer, Joseph F. Brown.

*Main business office:* Canton.



### Long Island Gas Corporation

*History:* By order of the Public Service Commission, Second District, dated August 5, 1914, consent was given to the transfer by the Sag Harbor Lighting Company of all its works, system, franchises, and property to the Long Island Gas Corporation; also to the transfer by Henry F. Cook of certain franchises from the Town and Village of Southampton; and permission and approval were given to the Long Island Gas Corporation to exercise the rights and privileges for construction, maintenance, and operation under said last named franchises. No exercise of the privileges conferred by this order appears to have been made during 1914, and no report for that year has been filed.

### Long Lake Light, Heat and Power Company

*History:* Incorporated April 10, 1912. Authorized June 10, 1912, by the Public Service Commission, Second District, to construct and operate an electric light plant in Long Lake, Hamilton county, and to exercise privileges under a franchise granted to it by the Town of Long Lake. On the same date the corporation was also authorized to issue its common capital stock to the amount of \$6000. It reports that on December 31, 1914, no stock had yet been issued presumably for the reason that the company had not yet obtained the water power that it expected to get at the time of incorporation, the project being deferred as there is a prospect of obtaining a better source of water supply at another point than that originally contemplated.

*Principal officers:* President, John P. Brannen; Secretary, Henry D. Kellogg; Treasurer, L. L. Jennings.

*Main business office:* Long Lake.

### New York Central Gas Company, Inc.

Incorporated January 31, 1913, for the purpose of producing and distributing natural gas. Franchises are claimed for the towns of Avon, Geneseo, Leicester, Lima, and Mt. Morris, Livingston county; Elba and Oakfield, Genesee county; and Canandaigua, Ontario county. There is no indication of any construction having been begun.

### New York Gas Company

No report was required from this company for the year 1914. A letter from George T. Armstrong, assignee of the above named corporation, stated that "the assets would not begin to pay one-half of the liabilities" and that the corporation was practically defunct.

### Niagara Falls Electrical Transmission Company

*History:* Incorporated February 25, 1905, for the transmission and sale of electricity. It is controlled through stock ownership by the Electrical Development Company of Ontario, Limited. It owns franchises in the towns of Tonawanda, Lockport, Pendleton, Royalton, and Sweden; cities of Tonawanda, North Tonawanda, and Lockport; and villages of Medina and Holley. In addition to above franchises, this company has a controlling interest in the Niagara Falls Gas and Electric Light Company, and is said to claim privileges of franchises owned by that company. Its only revenues are those accruing from the rental of real estate, which amounted to \$240 during 1914; taxes, insurance, and miscellaneous expenses amounted to \$554, developing a deficit of \$314 as the net result of the year's operations. Interest deductions were \$36,117, making the net corporate loss for the year \$36,431, which added to the deficit of \$149,073 at the beginning of the year leaves a deficit of \$185,504 at the close of the year.

Balance sheet December 31, 1914:

Assets Side:	
Accounts receivable.....	\$175,433
Miscellaneous free investments.....	51,500
Fixed capital.....	108,756
Prepayments.....	14
Amortization not elsewhere provided for.....	216,423
Corporate deficit.....	185,504
Total.....	\$737,630

### Liabilities Side:

Advances by controlling corporation.....	\$577,840
Funded debt.....	59,790
Common stock.....	100,000
Total.....	\$737,630

*Principal officers:* President and Treasurer, Frederic Nicholls; Vice-president, Frank A. Dudley; Secretary, Albert Oakley.

*Main business office:* 45 Fall street, Niagara Falls.

### Oriskany Hydro-Electric Company

*History:* Incorporated January 7, 1907, to develop water power on the Oriskany creek, and to generate, transmit, and sell electricity. It holds franchises to furnish electric current in a number of villages and towns in Oneida, Madison, and Chenango counties. By order of the Public Service Commission, Second District, dated February 24, 1910, the company was authorized to issue \$425,000 par value of its capital stock and \$1,100,000 par value of first mortgage bonds: \$50,000 par value of capital stock which was issued in exchange for land and water rights held by trustees for the corporation has since been returned to the corporation, with the exception of eleven shares. No bonds have been issued. Negotiations are under way for financing.

*Principal officers:* President, H. W. Roberts; Vice-presidents, F. F. McBride, G. W. Sauborn, H. H. Hathaway; Secretary, F. F. McBride; Treasurer, F. G. Mott.

*Main business office:* 222 Arcade Building, Utica.

### Port Henry Gas Company

The secretary of the above named corporation advises that on or about the 18th day of December, 1912, the company went out of business and that it is his belief that the plant will never be operated again. The company has not dissolved, however, nor has it surrendered its franchise. April 4, 1914, a judgment for the sum of \$1508 was entered against the company in favor of Witherbee, Sherman and Company. The Village of Port Henry is now being supplied with electric energy by the Port Henry Light, Heat and Power Company.

*Principal officers:* Vice-president, L. S. Collins; Secretary and Treasurer, H. E. Kidder.

*Main business office:* Port Henry.

### Sylvan Beach Electric Light and Power Company

*History:* It appears that there has been a *de facto* municipal corporation in the town of Vienna of the so called area or territory of Sylvan Beach, which supposed corporation, exercising municipal powers under chapter 361 of the laws of 1901, by a vote of its inhabitants and property owners, in the years 1910 and 1911 built and established an electric lighting and power plant to operate within its boundaries. For the purpose of building its plant, it issued municipal bonds to the amount of \$6000 at 5 per cent interest, \$1000 becoming due and payable serially after February 28, 1915. It also borrowed on its notes \$2638 at 6 per cent interest. October 17, 1911, the Court of Appeals declared said chapter 361 of the laws of 1901 to be illegal and unconstitutional, whereupon the so called municipal corporation of Sylvan Beach ceased to exist. A letter dated January 7, 1915, advises that "on the 23rd of June last, Supreme Court Justice Hubbs of Oswego County issued an order to the former board of trustees of Sylvan Beach, directing that they re-convene and assume their duties, and take the necessary steps toward liquidating the debts then standing against the old municipality, principal of which were the unpaid notes and bonds issued to raise money for the building of the electric lighting plant. The order was obeyed by the board, which re-convened, elected its successors in office, as the old law directed, and made the necessary assessment and tax levy. The tax is now being collected. The lighting plant, in the



meantime, has remained idle since September 15, 1912." No report will be required of this corporation for 1915, since there is apparently no intention on the part of the incorporators of resuming operations.

*Principal officers:* President, Ira L. Snell; Vice-president, Roswell B. Downing; Secretary and Treasurer, Anna M. Hemstreet.

*Main business office:* Canastota.

#### Trenton Oil, Gas and Fuel Company

*History:* Authorized by the Public Service Commission, Second District, under date of July 24, 1913, to exercise a franchise and to construct and maintain a natural gas plant in the town of Aurora, Erie county. The report for the year ended December 31, 1914, states that the company has one well in operation. Revenues from the sale of gas from this well, situated at Jewettville, are reported as \$547. Total expenditures for the year are given as \$535, and the cash balance on hand at close of year as \$64.

*Principal officers:* President, Roswell S. Price; Vice-president, Frederick Fox; Secretary, D. A. Minard; Treasurer, Howard M. Albee.

*Main business office:* 216 Pearl street, Buffalo.

#### Tri-County Light and Power Company

*History:* Incorporated April 4, 1912. By orders of June 18 and 26, 1912, it was authorized by the Public Service Commission, Second District, to construct and operate electric plants in the town of Gilboa, county of Schoharie; town of Prattsville, Green county; and town of Roxbury, Delaware county; and to exercise privileges under franchises granted by those towns. The order of June 18th also authorized the company to issue \$5000 par value of its capital stock and \$60,900 par value of its 30-year 5 per cent gold bonds.

Balance sheet December 31, 1914:

<i>Assets Side:</i>	
Cash.....	\$2,228
Accounts receivable.....	28
Fixed capital, electric.....	41,022
Fixed capital, other departments.....	1,211
Unamortized debt discount and expense.....	2,220
<b>Total.....</b>	<b>\$46,709</b>
<i>Liabilities Side:</i>	
Interest matured and unpaid.....	\$750
Accounts payable.....	931
Funded debt.....	40,000
Common stock.....	5,000
Corporate surplus.....	28
<b>Total.....</b>	<b>\$46,709</b>

The hydraulic power plant by which electric energy is to be generated was completed in December, 1914. A few consumers were supplied during the year, but it is stated that such service is still in the experimental stage, whatever expenses there are being borne by the West Branch Light and Power Company.

*Principal officers:* President and Treasurer, John P. Grant; Vice-president, Carrie E. Grant; Secretary, Helen R. Taylor.

*Main business office:* Stamford.

#### The Thomson-Houston Electric Light Company of Yonkers

*History:* Incorporated July 11, 1888, under the General Manufacturing Law (term fifty years). The balance sheet as of December 31, 1914, shows \$100,000 electric fixed capital, described as "Rights, property, and franchises," as the only asset; against this is a liability for \$100,000 common stock, the majority of which is owned by the Yonkers Electric Light and Power Company. The only franchise claimed by the respondent is one for the city of Yonkers. The intention of the company as regards future development is not stated.

*Principal officers:* President, Thomas E. Murray; Vice-president, Nicholas F. Brady; Secretary and Treasurer, Joseph Williams.

*Main business office:* 9 Manor House Square, Yonkers.

#### Waterford Electric Light, Heat and Power Company

This corporation is not now operating, owing to the appropriation of its lands by the State of New York for the purposes of the barge canal. Its only revenues during the year were \$8 derived from the rental of lands still owned. Payments for taxes and incidentals are given as \$69: \$500,000 common stock and \$500,000 mortgage bonds are reported as outstanding at close of 1914. No balance sheet or income account is reported.

*Principal officers:* President, John T. Christie; Vice-president, William P. Dauchy; Secretary, Thomas O'Connor; Treasurer, James H. Caldwell.

*Main business office:* Waterford.

#### The Wynantskill Hydro-Electric Company

*History:* Incorporated March 10, 1911, under article 7 of the Transportation Corporations Law. By order of the Public Service Commission dated August 1, 1911, it was authorized to construct and operate an electric plant in the towns of Sand Lake and North Greenbush, Rensselaer county, and to exercise privileges under franchises granted by those towns; \$7500 par value of capital stock was also authorized by that order. November 26, 1912, it was authorized to issue an additional \$4500 par value of capital stock, together with \$7500 par value of mortgage bonds.

Balance sheet December 31, 1914:

<i>Assets Side:</i>	
Cash.....	\$100
Fixed capital.....	17,535
<b>Total.....</b>	<b>\$17,635</b>
<i>Liabilities Side:</i>	
Funded debt.....	\$6,200
Common stock.....	5,625
Preferred stock.....	1,875
Surplus.....	3,935
<b>Total.....</b>	<b>\$17,635</b>

The income and corporate surplus or deficit accounts for 1914 are not reported.

*Principal officers:* President, C. C. Hastings; Vice-president and Treasurer, D. H. Hastings; Secretary, E. R. Hastings.

*Main business office:* West Sand Lake.

### PART III: MUNICIPALLY OWNED ELECTRIC OR GAS PLANTS

The following statement gives a complete list of municipally owned electric or gas plants under the Commission's jurisdiction, with brief abstracts of the returns made by those whose reports were too incomplete or inconsistent for tabulation.

#### Village of Arcade

Electric plant, controlled by Village Board of Trustees, three members.

#### Village of Bath

A letter dated January 8, 1915, from G. H. Parker, president of the Board of Trustees, states that the electric

plant "is under construction and will not be in operation for at least six months". No report for the year ended February 28, 1915, was required by the Commission.

#### Village of Bergen

Electric plant, controlled by Board of Light Commissioners, three members.



**Village of Boonville**

Electric plant, controlled by Board of Light Commissioners, three members.

**Village of Brocton**

Electric plant, controlled by Village Board of Trustees, five members.

**Village of Camden**

Electric plant, controlled by Light Commission, three members.

**Village of Cape Vincent**

Electric plant, controlled by Water and Light Board, two members.

**Village of Castile**

Electric plant, controlled by Village Board of Trustees, five members.

*Remarks:* Returns incomplete; not tabulated. The report of this municipality for the year ended February 28, 1915, does not give any statement of assets and liabilities except the cost of plant and equipment \$13,000, unmatrued interest accrued \$38, and funded debt outstanding \$6500. Production expenses are given as \$5743. The revenues appear to have been \$5926, exclusive of an appropriation of \$1500 by the municipality.

**Village of Clifton Springs**

Electric plant, controlled by Board of Trustees, five members.

*Remarks:* Returns incomplete; not tabulated. As of February 28, 1915, 265 consumers' meters were reported in service, with a street lighting system comprising 50 500-watt arc lamps. Bonds to the amount of \$16,000 were reported as outstanding against the plant. No income or corporate surplus or deficit account is given.

**Village of Clinton**

Electric plant, controlled by Light Commission, five members.

**Village of Dryden**

Acetylene gas plant, controlled by Board of Trustees.

*Remarks:* Returns incomplete; not tabulated. Report covering year ended February 28, 1915, does not give any statement of assets and liabilities except the cost of plant and equipment \$4000, materials and supplies on hand \$75, and funded debt outstanding \$2750. No statement of receipts and disbursements is made. Dryden village lights its streets from this gas plant, and also supplies private users at \$1.25 per hundred feet of gas. The number of consumers' meters in service at close of year is given as 75.

**City of Dunkirk**

Electric plant, controlled by Board of Water Commissioners, three members.

**Village of Fairport**

Electric plant, controlled by Municipal Commission, three members.

**Village of Frankfort**

Electric plant, controlled by Municipal Electric Light Commission, three members.

**Village of Freeport**

Electric plant, controlled by Board of Village Trustees, four members.

**Village of Greene**

Electric plant, controlled by Municipal Board, three members.

**Village of Green Island**

Electric plant, controlled by Electric Light Commission, three members.

**Village of Greenport**

Electric plant, controlled by Village Board of Trustees, three members.

**Village of Groton**

Electric plant, controlled by Board of Water and Light Commissioners, three members.

**Village of Hadley**

Electric plant, controlled by Town Board, six members.

**Village of Hamilton**

Electric plant, controlled by Board of Water and Light Commissioners, three members.

**Village of Herkimer**

Electric plant, controlled by Municipal Commission, four members.

**Village of Holley**

Electric plant, controlled by Board of Light Commissioners, three members.

**Village of Ilion**

Electric plant, controlled by Board of Light Commissioners, five members.

**City of Jamestown**

Electric plant, controlled by Board of Water and Light Commissioners, five members.

**Village of Lake Placid**

Electric plant, controlled by Board of Trustees, five members.

*Remarks:* Report received too late for tabulation. Balance sheet February 28, 1915:

<i>Assets Side:</i>	
Cash.....	\$2,815
Accounts receivable.....	1,682
Materials and supplies.....	2,126
Fixed capital, electric.....	67,046
<b>Total.....</b>	<b>\$73,669</b>
<i>Liabilities Side:</i>	
Accounts payable.....	\$969
Funded debt.....	44,600
Accrued amortization of capital.....	5,650
Surplus.....	22,450
<b>Total.....</b>	<b>\$73,669</b>

**Income account for year ended February 28, 1915:**

Revenue from municipal light and power.....	\$7,091	
Revenue from commercial metered lighting.....	11,620	\$18,711
<b>Production expenses.....</b>	<b>\$11,600</b>	
General expenses.....	1,124	
Taxes.....	432	13,155
<b>Net operating revenue.....</b>	<b>\$6,324</b>	
Non-operating income.....	5	5
<b>Gross income.....</b>	<b>\$6,329</b>	
Interest paid on funded debt.....	\$2,172	
Other interest.....	422	2,594
<b>Net income.....</b>	<b>\$3,734</b>	
	<i>Debits</i>	<i>Credits</i>
Surplus balance beginning of year.....		\$17,400
Net income for year.....		3,734
Appropriation from municipality for maintenance.....		1,040
Miscellaneous adjustments.....		378
Bad debts written off.....	\$102	
Surplus balance at close of year.....	22,450	
	<b>\$22,552</b>	<b>\$22,552</b>

Report shows 345,227 kw.h. sold during year, of which 118,574 kw.h. were sold to private consumers; 169,019 kw.h. to municipality for light and power other than street lighting; and 57,634 kw.h. for municipal street lighting. The plant is reported to have had at the close of the year 1 flat rate consumer and 498 consumers' meters in service.

**Village of Little Valley**

Electric plant, controlled by Board of Water and Light Commissioners, three members.

**Village of Marathon**

Electric plant, controlled by Board of Water and Light Commissioners, three members.

**Village of Mayville**

Electric plant, controlled by Village Board of Trustees, five members.

*Remarks:* Returns incomplete; not tabulated. Accounts of Electric department are not kept separate from those of the

Water department, and therefore details of operations can not be reported. Total electric operating revenues are reported as \$5018, \$700 of which was an appropriation for street lighting made by the Village. The amount of expenses is not given. At the close of the year there were 2 flat rate consumers and 190 consumers' meters in service. The municipal street lighting system comprised 146 incandescent lamps.

#### **Village of Mohawk**

Electric plant, controlled by Municipal Commission, four members.

#### **Village of Penn Yan**

Electric plant, controlled by Municipal Board, five members.

#### **Village of Philadelphia**

Electric plant, controlled by Village Board of Trustees, three members.

#### **Village of Port Byron**

Electric plant, controlled by Village Board of Trustees, five members.

#### **Village of Rockville Center**

Electric plant, controlled by Village Board of Trustees, five members.

#### **Village of Rouses Point**

Electric plant, controlled by Village Board, three members.

#### **City of Salamanca**

Electric plant, controlled by Water and Light Commission, three members.

#### **Village of Savannah**

Electric plant, controlled by Village Board of Trustees, five members.

#### **Village of Sherburne**

Electric plant, controlled by Village Board of Trustees, three members.

#### **Village of Silver Springs**

Electric plant, controlled by Board of Trustees.

#### **Village of Skaneateles**

Electric plant, controlled by Municipal Board, three members.

#### **Village of Solvay**

Electric plant, controlled by Water and Light Commission, four members.

*Remarks:* Returns incomplete; not tabulated. This municipality purchases current from the Syracuse Lighting Company, receiving it at a sub-station owned by the Village and distributing from that point without transforming. The station is also used as a pumping station. The statement of assets and liabilities is incomplete, but the following items are reported:

Assets: cash \$4656, accounts receivable \$277, materials and supplies \$1672, fixed capital \$33,444. Liabilities are not given; \$1444 is reported as having been expended during the year for transformers, meters, poles and wire. The income account for the year ended February 28, 1915, shows the following figures: Electric operating revenues \$14,872; cost of 512,400 kw.h. purchased \$2845; other expenses \$5928. No appropriations were made by the municipality for the lighting department during the year. At the close of the year the street lighting system included 248 incandescent lamps. Of the total number of kw.h. of electric energy purchased, 197,201 kw.h. were sold to private consumers, 165,200 kw.h. were used by the Water department, 88,488 kw.h. were delivered to the street lighting system, 6379 kw.h. were used in the Electric department, and 55,132 kw.h. were lost or remained unaccounted for.

#### **Village of Springville**

Electric plant, controlled by Village Board of Trustees, five members.

#### **Village of Theresa**

Electric plant, controlled by Board of Light Commissioners, three members.

#### **Village of Tully**

Electric plant, controlled by Board of Water and Light Commissioners, three members.

#### **Village of Tupper Lake**

Electric plant, controlled by Village Board of Trustees, five members.

#### **Village of Union**

Electric plant, controlled by Board of Trustees, five members.

*Remarks:* Returns incomplete; not tabulated. No balance sheet or details of revenues or expenses are shown. Inclosed with the report to the Public Service Commission, Second District, for the year ended February 28, 1915, was a printed statement showing the following receipts and disbursements:

Balance on hand February 28, 1914	\$719
Received from taxes	2,995
Received from barrel	4
Received from George Gilinsky	20
Received from collections	3,489
<b>Total</b>	<b>\$7,227</b>
Total disbursements	6,769

Balance February 28, 1915..... \$458

Bonds outstanding at close of year were reported as \$10,020. At the close of the year 231 consumers' meters were reported in service. Street lighting system comprises 40 enclosed arc lamps and 10 incandescent lamps. Base rate for electric lighting 10 cents per kw.h.

#### **Village of Watkins**

Electric plant controlled by Board of Water, Sewer, and Electric Light Commissioners, five members.

#### **Village of Westfield**

Electric plant, controlled by Board of Light Commissioners, three members.





## ELECTRICAL CORPORATIONS (CLASS A)

Electrical Corporations of Class A are those whose operating revenues for the three years next preceding that covered by the latest annual report to the Commission have averaged over \$25,000 per annum. The figures following the name give the order in which the corporation appears in the tables.

Babylon Electric Light Company.....	E 38	Nassau Light and Power Company.....	E 9
Binghamton Light, Heat and Power Company.....	E 11	Niagara and Erie Power Company.....	E 13
Buffalo and Niagara Falls Electric Light and Power Company.....	E 10	Niagara Falls Power Company, The.....	E 1
Buffalo General Electric Company.....	E 3	Niagara, Lockport and Ontario Power Company.....	E 4
Carthage Electric Light and Power Company.....	E 31	Northern Power Company.....	E 15
Cataract Power and Conduit Company, The.....	E 2	Ogdensburg Power and Light Company.....	E 27
Cliff Electrical Distributing Company.....	E 6	Olean Electric Light and Power Company (old).....	E 21a
Colliers Light, Heat and Power Company.....	E 52	Olean Electric Light and Power Company (new).....	E 21b
Consolidated Electric Company.....	E 41	Ontario Light and Traction Company.....	E 33
Cortland County Traction Company, The.....	E 22	Orange and Rockland Electric Company, The.....	E 29
Despatch Heat, Light and Power Company.....	E 36	Oswegatchie Light and Power Company.....	E 56
East Creek Electric Light and Power Company.....	E 20	Oswego River Power Transmission Company.....	E 47
Eastern Monroe Electric Light and Gas Company <sup>1</sup> .....	E 44	Owego Light and Power Company, The.....	E 50
Edison Electric Light and Power Company of Amsterdam.....	E 17	Patchogue Electric Light Company.....	E 32
Fulton Light, Heat and Power Company.....	E 25	Paul Smith's Electric Light and Power and Railroad Company, The....	E 26
Genesee Light and Power Company.....	E 19	Potsdam Electric Light and Power Company, The.....	E 54
Glen Cove Light and Power Company.....	E 51	St. Lawrence River Power Company, The.....	E 7
Hannawa Falls Water Power Company.....	E 30	Sayre Electric Company.....	E 24
Hartwick Power Company.....	E 58	Schenectady Illuminating Company.....	E 5
Hornell Electric Company.....	E 34	Schenectady Power Company.....	E 14
Huntington Light and Power Company.....	E 35	Seneca River Power Company.....	E 46
International Power and Transmission Company.....	E 48	Sodus Gas and Electric Light Company.....	E 40
Ithaca Electric Light and Power Company.....	E 16	Standard Light, Heat and Power Company.....	E 45
Jamestown Lighting and Power Company.....	E 23	Suffolk Light, Heat and Power Company, The.....	E 37
LeRoy Hydraulic Electric Gas Company.....	E 42	Tonawanda Power Company.....	E 12
Liberty Light and Power Company <sup>1</sup> .....	E 55	Twin State Gas and Electric Company, The (Hoosick Falls Division)...	E 39
Livingston-Niagara Power Company <sup>1</sup> .....	E 43	Wallkill Valley Electric Light and Power Company.....	E 57
Long Island Lighting Company.....	E 18	Wetmore Electric Company.....	E 53
Mohawk Hydro-Electric Company.....	E 28	Yonkers Electric Light and Power Company, The.....	E 8
Montgomery Electric Light and Power Company, The.....	E 49		

Returns not tabulated; see Historical and Explanatory Statement.

Rockland Electric Company

<sup>1</sup> This corporation, while having average revenues below \$25,000 per annum for the three years next preceding that covered by the latest annual report to the Commission, made its report on the form provided for corporations in Class A, and is therefore included in this list.

## UNINCORPORATED ELECTRIC PLANT (CLASS A)

Returns not tabulated; see Historical and Explanatory Statement.

Ellenville (Honk Falls Power Company)



TABLE 301: BALANCE SHEET, ELECTRICAL

Figures in *italics* denote *credit balances* on the assets side and *debit balances* on the liabilities side.

The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in

Line No.	Niagara Falls Power E 1	Cataract Power & Conduit E 2	Buffalo General Electric E 3	Niagara, Lockport & Ontario Power E 4	Schenectady Illuminating E 5	Cliff Electrical Distributing E 6	St. Lawrence River Power E 7	Yonkers Electric Light & Power E 8	Nassau Light & Power E 9	Buffalo & Niagara Falls El. Lt. & Pr. E 10	Binghamton Light, Heat & Power E 11	Line No.
1	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	1
2	485,788	405,490	115,814	42,491	166,419	31,805	4,106	32,887	211,270	127,892	19,752	2
3	1,933,990	368,545	172,404	1,119,370	1,201,347	73,322	10,481	74,784	114,878	57,312	77,486	3
4	128,167	39,529	90,861	76,856	51,509	3,921	2,861	48,419	40,951	19,262	9,756	4
5	8,630,129	210,000	935,840	760,000	530,990	.....	.....	4,382	.....	471,200	59,937	5
6	16,035,580	4,639,694	6,191,607	11,289,623	2,593,684	1,555,633	7,244,349	1,261,675	1,807,327	769,181	1,490,363	6
7	110,196	.....	.....	37,500	128,788	3,050	1,508,043	358,958	62,380	48,950	5,323	7
8	690,742	604,195	981,794	.....	.....	.....	.....	.....	.....	.....	.....	8
9	28,014,591	6,267,454	8,488,320	13,325,840	4,672,739	1,667,731	8,769,840	1,781,105	2,236,806	1,493,796	1,662,616	9
10	565,446	211,837	347,420	1,501,922	1,951,206	40,332	1,565,851	964,312	35,347	28,025	385,570	10
11	18,226,000	1,384,000	3,488,000	5,398,000	44,000	1,150,000	.....	200,000	770,000	500,000	460,000	11
12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
13	871,029	919,568	411,071	89,827	92,204	142,905	250,000	.....	338,656	50,594	34,277	13
14	19,939	.....	19,915	202,937	20,199	.....	1,171	199,269	10,379	.....	15,000	14
15	5,757,700	2,000,000	3,724,000	5,930,000	2,080,000	325,000	6,500,000	200,000	969,000	600,000	650,000	15
16	2,574,477	1,752,048	497,914	203,154	485,127	9,494	452,818	217,524	113,425	315,177	77,769	16

<sup>1</sup> The book cost of land and improvements not devoted to electric operations is included with "Fixed capital, electric" in the case of such property acquired prior to January 1, 1909. Similar property acquired on or since that date is included with "Fixed capital, other departments".

<sup>2</sup> Includes \$630,020 "Replacement suspense".

<sup>3</sup> Includes \$1,256,443 "Construction work in progress".

<sup>4</sup> Includes \$190,973 renewal and contingency reserve (optional).

<sup>5</sup> Includes unmatured interest accrued on entire nominal issue, although bonds to the par value of \$40,000 are reported as held by or for the respondent.

TABLE 302: INCOME AND CORPORATE SURPLUS OR DEFICIT ACCOUNTS,

Figures in *italics* denote *losses during year and deficits*.

The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in

Line No.	Niagara Falls Power E 1	Cataract Power & Conduit E 2	Buffalo General Electric E 3	Niagara, Lockport & Ontario Power E 4	Schenectady Illuminating E 5	Cliff Electrical Distributing E 6	St. Lawrence River Power E 7	Yonkers Electric Light & Power E 8	Nassau Light & Power E 9	Buffalo & Niagara Falls El. Lt. & Pr. E 10	Binghamton Light, Heat & Power E 11	Line No.
1	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	1
2	1,780,732	1,770,323	1,530,886	1,403,926	642,034	631,529	514,319	427,180	407,794	274,641	252,005	2
3	343,098	1,233,156	842,822	794,128	343,037	528,532	246,729	329,964	254,933	180,546	119,182	3
4	187,342	76,822	99,539	44,718	25,568	19,040	15,559	10,874	12,000	9,703	8,759	4
5	.....	105	.....	.....	2,095	.....	.....	3,374	2,400	.....	.....	5
6	530,439	1,310,083	942,361	838,846	370,700	547,573	262,288	344,212	269,333	190,249	127,940	6
7	1,250,293	460,239	588,524	565,079	271,334	83,956	252,032	82,968	138,461	84,392	124,065	7
8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	1,250,293	460,239	588,524	565,079	271,334	83,956	252,032	82,968	138,461	84,392	124,065	10
11	36,774	.....	150	5,210	18,004	.....	4,668	.....	696	.....	.....	11
12	502,556	26,100	7,120	62,688	13,056	1,575	.....	314	3,993	9,618	2,517	12
13	18,830	.....	36,084	85,300	9	.....	.....	.....	.....	16,500	.....	13
14	202,214	.....	.....	342	17,999	.....	1,423	.....	.....	.....	12	14
15	19,120	.....	.....	.....	.....	.....	11,831	.....	.....	.....	180	15
16	741,254	26,100	43,354	152,857	13,070	1,575	5,740	314	4,689	26,118	2,349	16
17	1,991,547	486,340	631,878	717,937	284,404	85,531	246,291	83,281	143,151	110,510	126,414	17
18	993,560	69,200	174,400	245,921	4,853	57,500	.....	12,000	38,500	25,000	23,089	18
19	.....	74	3,754	110,258	31,596	.....	.....	34,490	393	25	25,412	19
20	.....	.....	.....	155,711	.....	.....	.....	.....	.....	.....	.....	20
21	980	950	.....	12,349	7,000	.....	.....	.....	308	.....	.....	21
22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,911	22
23	655	.....	.....	.....	.....	.....	.....	33	3,372	.....	.....	23
24	.....	.....	.....	20,318	.....	.....	.....	.....	.....	.....	.....	24
25	995,195	70,224	178,154	544,558	43,449	57,500	.....	46,523	42,572	25,025	50,412	25
26	996,352	416,116	453,724	173,379	240,955	28,031	246,291	36,758	100,579	85,485	76,002	26
27	2,051,364	1,336,972	479,294	183,045	406,782	9,403	209,964	180,766	75,107	272,243	43,448	27
28	.....	16	252	.....	265	287	.....	.....	130	129	.....	28
29	1,562	1,410	.....	15,994	1,105	287	.....	.....	.....	269	71,382	29
30	.....	.....	.....	162,000	.....	.....	.....	.....	.....	.....	9,000	30
31	460,616	.....	204,820	.....	83,200	19,500	.....	.....	58,140	36,000	65,000	31
32	480	.....	.....	.....	.....	931	.....	.....	409	4,392	19,840	32
33	.....	.....	.....	.....	25,230	7,505	.....	.....	3,842	.....	.....	33
34	.....	507	.....	.....	.....	35	.....	.....	.....	2,458	855	34
35	13,705	1,958	230,537	7,264	55,550	545	3,437	.....	.....	98	18,368	35
36	2,574,477	1,752,048	497,914	203,154	485,127	9,494	452,818	217,524	113,425	315,177	77,769	36

<sup>1</sup> Respondent makes no charge against operations for uncollectible bills, but appropriated from surplus during the year \$7000 to "Reserve for bad debts".

<sup>2</sup> Includes \$221,525 credited to "Replacement suspense" pursuant to order of Public Service Commission, Second District, and \$7000 appropriated by respondent during the year to "Reserve for bad debts" in lieu of a charge against operations for uncollectible bills.

<sup>3</sup> Includes \$11,120 "Discount on company's bonds purchased for sinking fund".

<sup>4</sup> Includes \$53,040 "Premium, interest, expenses, etc., on retirement of bonds".

<sup>5</sup> Adjustment of error in previous year's accounting received too late for inclusion in the Commission's published report for 1913.

<sup>6</sup> Includes \$38,183 "Sinking fund reserve," and \$30,187 "Adjustment of reserve for dividends".

<sup>7</sup> "Operating expenses prior period."

<sup>8</sup> \$1911 interest on bonds reacquired for sinking fund is charged to "Sinking fund accruals".

## CORPORATIONS (CLASS A), DECEMBER 31, 1914

Alphabetic order and their ranking on the basis of operating revenues see page 49.

Line No.	Item	Tonawanda Power E 12	Niagara & Erie Power E 13	Schenectady Power E 14	Northern Power E 15	Ithaca Electric Light & Power E 16	Edison Electric Lt. & Pr., Amsterdam E 17	Long Island Lighting E 18	Genesee Light & Power E 19	Line No.
1	Cash.....	Dollars 49,892	Dollars 6,560	Dollars 86,096	Dollars 1,586	Dollars 1,623	Dollars 4,062	Dollars 12,178	Dollars 13,678	1
2	Other current assets.....	29,526	36,112	168,695	59,396	35,011	17,573	47,001	10,437	2
3	Materials and supplies.....	8,532	2,270	1,298	6,013	3,885	12,802	18,559	7,432	3
4	Miscellaneous investments.....	10,000		93,769						4
5	Fixed capital, electric.....	585,761	565,866	2,178,578	286,235	498,763	361,175	1,725,102	210,024	5
6	Fixed capital, other departments.....									6
7	Miscellaneous temporary debits.....	7,147	114,254	4,690	67	1,995	598	54,372	611	7
8	Corporate deficit.....				20,601		193,488			8
9	Total.....	690,858	725,063	2,533,128	373,898	541,277	589,698	857,210	242,182	9
10	Unfunded debt.....	27,507	29,801	77,179	25,266	97,903	566,698	129,280	5,951	10
11	Funded debt.....	150,000	542,000	1,700,000				394,500	37,000	11
12	Reserve for replacement and renewals.....									12
13	Accrued amortization of capital.....	23,428	7,585	79,366	32,625				29,045	13
14	Other reserves and suspense credits.....		917	450	7	497		1,458		14
15	Capital stocks.....	250,000	120,000	500,000	316,000	300,000	23,000	300,000	150,000	15
16	Corporate surplus.....	239,923	24,760	176,133		142,877		31,972	20,187	16

<sup>10</sup> \$63,000 which the respondent claims should be included in its fixed capital and surplus as the book value of its franchises is excluded in these tabulations

of the returns made by the company.

## ELECTRICAL CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914

Alphabetic order and their ranking on the basis of operating revenues see page 49.

Line No.	Item	Tonawanda Power E 12	Niagara & Erie Power E 13	Schenectady Power E 14	Northern Power E 15	Ithaca Electric Light & Power E 16	Edison Electric Lt. & Pr., Amsterdam E 17	Long Island Lighting E 18	Genesee Light & Power E 19	Line No.
1	Electric operating revenues.....	Dollars 233,209	Dollars 189,204	Dollars 157,843	Dollars 156,814	Dollars 129,427	Dollars 123,721	Dollars 120,803	Dollars 114,262	1
2	Electric operating expenses.....	197,526	136,299	47,061	122,225	62,028	111,296	59,863	85,216	2
3	Taxes assigned to electric operations.....	11,432	2,982	12,000	2,664	7,899	2,169	3,486	2,508	3
4	Uncollectible bills.....				27	616			323	4
5	Total electric revenue deductions.....	208,958	139,281	59,061	124,916	70,543	113,465	63,350	88,047	5
6	Income from electric operations.....	24,251	49,923	98,782	31,898	58,885	10,256	57,453	26,215	6
7	Gross revenue from other operations.....									7
8	Revenue deductions from other operations.....									8
9	Income from other operations.....									9
10	Total operating income.....	24,251	49,923	98,782	31,898	58,885	10,256	57,453	26,215	10
11	Non-operating revenues:									
12	Rents.....		835	1,861		240	127	400	67	11
13	Interest.....	1,270	20	10,291	1,039	552		7	203	12
14	Dividends.....			209						13
15	All other non-operating revenues.....			4,740						14
16	Total non-operating income.....	1,270	855	7,621	1,039	792	127	407	269	15
17	Gross income.....	25,522	50,778	106,402	32,938	59,677	10,383	57,861	26,484	16
18	Income deductions:									
19	Interest on funded debt.....	9,000	27,100	86,458		2,813		18,186	2,220	18
20	Other interest deductions.....		5		338	2,304	31,546	7,198	16	19
21	Rent of other electric plant.....					301	1,260	359		20
22	Other rent deductions.....	355	3,327	2,183		469				21
23	Sinking fund accruals.....									22
24	Other contractual deductions.....		3,000							23
25	Amortization charged to income.....		2,799					2,184		24
26	Total deductions from income.....	9,355	36,231	88,641	338	5,887	32,806	27,927	2,236	25
27	Net corporate income.....	16,167	14,547	17,761	32,600	53,790	22,423	29,933	24,248	26
28	Surplus or deficit at beginning of period.....	223,094	20,382	198,232	52,421	117,028	171,417	8,484	12,884	27
29	Bad debts collected.....									28
30	Other additions to surplus.....	3,075		489	20,133	15,220	1,552	4,846		29
31	Dividends declared:									
32	On preferred stocks.....					7,000			11,000	30
33	On common stock.....		9,550	40,000		34,000		11,220	5,500	31
34	Appropriations from surplus.....	1,105				167		71	163	32
35	Realized depreciation not covered by reserves.....					215			300	33
36	Bad debts written off.....	192		2	9		52		30	34
37	Other deductions from surplus.....	1,116	620	348	20,909	1,787	1,149			35
38	Surplus or deficit at close of period.....	239,923	24,760	176,133	20,601	142,877	193,488	31,972	20,187	36

<sup>8</sup> Includes \$12,187 "Sinking fund instalments paid," and \$2078 "Accretions from investments of sinking fund," credited to surplus to close out balances in sinking fund reserves after retirement of entire bond issue.

<sup>9</sup> "Adjustments applicable to former fiscal period."



TABLE 301: BALANCE SHEET, ELECTRICAL CORPORATIONS

Figures in *italics* denote *credit balances* on the assets side and *debit balances* on the liabilities side.

The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in

Line No.	East Creek Electric Light & Power E 20	Olean Electric Light & Power (old) E 21a	Olean Electric Light & Power (new) E 21b	Cortland County Traction E 22	Jamestown Lighting & Power E 23	Sayre Electric E 24	Fulton Light, Heat & Power E 25	Paul Smith's El. Lt. & Pr. & R.R. E 26	Ogdens- burg Power & Light E 27	Mohawk Hydro- Electric E 28	Orange & Rockland Electric E 29	Hannawa Falls Water Power E 30	Line No.
	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	4,335	2,750	2,529	3,054	1,006	7,372	1,116	796	5,256	4,963	374	9,109	1
2	30,537	26,697	47,052	14,365	41,712	13,568	20,527	18,682	33,145	7,756	24,683	105,047	2
3	4,179	20,782	3,964	17,307	3,010	3,585	14,443	7,719	.....	47	8,545	41,966	3
4	.....	3,400	3,400	.....	.....	60,001	.....	.....	.....	.....	51,796	160,000	4
5	1,636,250	281,750	464,225	211,842	282,453	506,744	449,809	642,349	252,762	1,529,632	243,195	1,145,051	5
6	.....	.....	.....	871,214	.....	.....	.....	163,143	.....	.....	.....	215,983	6
7	631,247	47,106	123,773	15,124	1,339	15,748	26,332	5,045	.....	117,800	3,465	47,146	7
8	.....	2,041	.....	.....	.....	.....	.....	.....	.....	12,060	.....	99,912	8
9	1,988,549	384,525	644,943	1,132,906	329,520	607,018	512,227	837,733	291,163	1,672,258	332,058	1,824,214	9
10	234,207	43,294	45,519	55,968	121,278	39,388	25,544	38,138	200,079	11,811	72,682	613,324	10
11	1,178,000	250,000	330,200	605,000	66,000	282,000	129,000	400,000	.....	970,000	127,500	800,000	11
12	.....	5,647	12,522	78,774	1,475	.....	.....	168	.....	.....	.....	.....	12
13	.....	585	2,749	9,000	38,094	8,391	3,037	7,487	25,313	8,647	17,899	110,890	13
14	.....	.....	.....	.....	150	.....	.....	.....	.....	.....	.....	.....	14
15	500,000	85,000	234,300	320,000	100,000	250,000	241,222	200,000	50,000	681,800	100,000	300,000	15
16	76,341	.....	19,654	64,164	2,523	27,239	113,256	192,108	15,771	12,060	14,007	.....	16

\* Includes \$151,887 purchase price of sundry parcels of land for storage sites, etc., held temporarily in suspense as "Special land account".

† Balance sheet as of July 31, 1914; see Historical and Explanatory Statement.

‡ Report covers period August 1, to December 31, 1914; see Historical and Explanatory Statement.

\* Includes \$115,000 "Intangible capital".

† Includes \$56,695 "Construction work in progress".

‡ \$232,000 short time notes are included in funded debt while not such in form, because they are temporarily substituted for a like par value of bonds, and it is the intention to fund them eventually.

TABLE 302: INCOME AND CORPORATE SURPLUS OR DEFICIT ACCOUNTS,

Figures in *italics* denote *losses during year and deficits*.

The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in

Line No.	East Creek Electric Light & Power E 20	Olean Electric Light & Power (old) E 21a	Olean Electric Light & Power (new) E 21b	Cortland County Traction E 22	Jamestown Lighting & Power E 23	Sayre Electric E 24	Fulton Light, Heat & Power E 25	Paul Smith's El. Lt. & Pr. & R.R. E 26	Ogdens- burg Power & Light E 27	Mohawk Hydro- Electric E 28	Orange & Rockland Electric E 29	Hannawa Falls Water Power E 30	Line No.
	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	112,626	45,078	45,100	88,216	85,604	83,235	79,322	79,228	72,525	66,755	64,575	58,319	1
2	31,084	29,560	32,924	64,853	78,977	47,236	45,819	18,170	45,001	14,061	37,254	31,481	2
3	8,077	1,138	1,246	2,000	2,216	3,264	3,700	5,560	4,236	4,890	2,312	4,162	3
4	.....	.....	.....	.....	712	.....	411	219	2,680	.....	800	.....	4
5	39,161	30,698	34,169	66,853	81,905	50,500	49,931	23,950	51,918	18,951	40,366	35,643	5
6	73,465	14,381	10,931	21,363	3,699	32,735	29,391	55,278	20,608	47,804	24,209	22,676	6
7	.....	.....	.....	79,590	.....	.....	.....	8,604	.....	.....	.....	66,091	7
8	.....	.....	.....	75,150	.....	.....	.....	5,161	.....	.....	.....	84,621	8
9	.....	.....	.....	4,441	.....	.....	.....	3,443	.....	.....	.....	18,530	9
10	73,465	14,381	10,931	25,804	3,699	32,735	29,391	58,721	20,608	47,804	24,209	4,146	10
11	.....	.....	.....	.....	.....	249	.....	28	2,441	60	60	58	11
12	431	.....	.....	.....	726	573	896	9	.....	181	121	713	12
13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	810	.....	13
14	.....	.....	.....	.....	.....	.....	.....	355	.....	.....	10	70	14
15	.....	.....	.....	.....	.....	.....	.....	105	.....	.....	.....	93	15
16	431	.....	.....	.....	726	822	896	286	2,441	241	1,001	747	16
17	73,896	14,381	10,930	25,804	4,425	33,556	30,287	59,007	23,049	48,044	25,210	4,893	17
18	58,900	7,346	5,894	28,450	3,300	14,237	6,487	20,000	.....	58,200	6,272	31,225	18
19	6,350	.....	438	997	5,106	425	421	20	12,000	186	3,501	6,054	19
20	.....	.....	.....	.....	.....	300	.....	.....	.....	1,645	.....	.....	20
21	.....	.....	.....	.....	900	.....	.....	.....	.....	.....	12	.....	21
22	.....	.....	.....	.....	.....	400	3,413	.....	.....	.....	20	.....	22
23	.....	1,320	2,333	.....	.....	.....	.....	.....	.....	.....	.....	.....	23
24	713	686	494	.....	.....	.....	.....	.....	.....	2,082	.....	1,587	24
25	65,963	9,352	9,160	29,447	9,306	15,363	10,321	20,020	12,000	61,934	9,805	38,866	25
26	7,933	5,028	1,771	3,643	4,882	18,194	19,966	38,987	11,048	13,889	15,405	33,973	26
27	64,810	6,367	18,020	69,552	7,390	27,393	112,208	153,400	5,303	12,684	23,609	377,864	27
28	3	.....	.....	13	15	.....	.....	.....	.....	.....	9	.....	28
29	3,621	.....	757	.....	.....	8,730	3,003	725	580	15,858	211,194	457,188	29
30	.....	.....	.....	.....	.....	6,000	4,879	.....	.....	.....	.....	.....	30
31	.....	2,550	.....	.....	.....	3,500	14,250	.....	1,000	.....	6,000	.....	31
32	.....	.....	.....	.....	.....	.....	.....	601	.....	.....	227,585	89,140	32
33	.....	.....	.....	.....	.....	.....	417	.....	.....	.....	.....	31,113	33
34	.....	.....	.....	216	.....	.....	.....	403	160	1,444	2,625	25,009	34
35	25	10,886	894	1,542	.....	17,578	2,376	.....	.....	.....	.....	.....	35
36	76,341	2,041	19,654	64,164	2,523	27,239	113,256	192,108	15,771	12,060	14,007	99,912	36

† Report covers period January 1, to July 31, 1914; see Historical and Explanatory Statement.

‡ Adjustment made as result of examination by Public Service Commission, Second District.

§ Report covers period August 1, to December 31, 1914; see Historical and Explanatory Statement.

|| Interest on \$232,000 short time notes to be eventually funded is included with interest on funded debt; this interest is payable only at the option of the company's board of directors, and is credited back in "Other additions to surplus".

|| Adjustment made as result of examination by Public Service Commission, Second District.

|| Not the amount previously reported, but the amount used by respondent in re-writing its books during the year.

|| Includes \$442,104 "Cancellation of W. B. Cogswell and Potsdam Red Sandstone Company accounts," and \$7638 correction of fixed capital accounts.

|| Amount appropriated during the year to provide for amortization accrued prior to 1914.

|| Composed chiefly of adjustments made on the respondent's books during the year.

## (CLASS A), DECEMBER 31, 1914 (continued)

alphabetic order and their ranking on the basis of operating revenues see page 49.

Line No.	Item	Carthage Electric Light & Power <sup>12</sup> E 31	Patchogue Electric Light E 32	Ontario Light & Traction E 33	Hornell Electric E 34	Huntington Light & Power E 35	Despatch Heat, Light & Power E 36	Suffolk Light, Heat & Power E 37	Babylon Electric Light E 38	Line No.
		Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	
1	Cash.....	12,496	18,854	473	2,020	14,297	952	5,521	2,192	1
2	Other current assets.....	38,827	2,596	15,649	12,895	13,596	14,424	7,809	12,281	2
3	Materials and supplies.....	6,959	.....	6,267	5,003	2,993	9,078	6,103	3,984	3
4	Miscellaneous investments.....	3,674	.....	26,400	450	47,936	.....	.....	.....	4
5	Fixed capital, electric.....	373,790	167,847	280,625	225,047	173,125	529,018	233,989	145,572	5
6	Fixed capital, other departments.....	.....	.....	149,788	102,365	.....	.....	.....	.....	6
7	Miscellaneous temporary debits.....	1,314	5,527	6,661	14,213	815	3,413	16,872	.....	7
8	Corporate deficit.....	.....	.....	.....	.....	.....	.....	.....	.....	8
9	Total.....	437,061	194,825	485,864	361,993	252,762	556,884	270,295	164,028	9
10	Unfunded debt.....	86,779	983	184,633	31,123	11,775	133,862	94,121	3,639	10
11	Funded debt.....	.....	.....	189,000	170,000	136,000	.....	80,000	.....	11
12	Reserve for replacement and renewals.....	.....	.....	.....	.....	.....	.....	.....	.....	12
13	Accrued amortization of capital.....	39,938	19,956	239	6,060	15,985	4,019	26,963	25,649	13
14	Other reserves and suspense credits.....	343	.....	553	20,400	.....	300	.....	.....	14
15	Capital stocks.....	75,000	140,000	100,000	101,500	52,200	400,000	40,000	75,000	15
16	Corporate surplus.....	235,000	33,885	11,439	32,909	36,801	18,703	29,211	59,740	16

<sup>12</sup> Balance sheet as of November 30, 1914; see Historical and Explanatory Statement.

## ELECTRICAL CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (continued)

alphabetic order and their ranking on the basis of operating revenues see page 49.

Line No.	Item	Carthage Electric Light & Power <sup>13</sup> E 31	Patchogue Electric Light E 32	Ontario Light & Traction E 33	Hornell Electric E 34	Huntington Light & Power E 35	Despatch Heat, Light & Power E 36	Suffolk Light, Heat & Power E 37	Babylon Electric Light E 38	Line No.
		Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	
1	Electric operating revenues.....	50,288	54,113	53,981	53,262	53,085	51,864	50,876	46,666	1
2	Electric operating expenses.....	30,613	31,725	36,600	38,165	29,899	31,575	26,536	30,949	2
3	Taxes assigned to electric operations.....	3,008	2,209	2,678	2,499	1,231	1,753	1,447	2,245	3
4	Uncollectible bills.....	250	.....	64	233	145	220	.....	539	4
5	Total electric revenue deductions.....	33,871	33,934	39,343	40,897	31,275	33,548	27,983	33,733	5
6	Income from electric operations.....	16,417	20,179	14,638	12,365	21,810	18,316	22,893	12,934	6
7	Gross revenue from other operations.....	.....	.....	.....	29,186	.....	.....	.....	.....	7
8	Revenue deductions from other operations.....	.....	.....	.....	17,445	.....	.....	.....	.....	8
9	Income from other operations.....	.....	.....	.....	11,741	.....	.....	.....	.....	9
10	Total operating income.....	16,417	20,179	14,638	24,106	21,810	18,316	22,893	12,934	10
11	Non-operating revenues:									
12	Rents.....	.....	343	6,672	.....	633	20	.....	84	11
13	Interest.....	933	374	.....	303	183	24	.....	.....	12
14	Dividends.....	.....	.....	.....	.....	.....	.....	.....	.....	13
15	All other non-operating revenues.....	.....	369	.....	.....	.....	.....	.....	.....	14
16	Non-operating revenue deductions.....	.....	.....	1,384	.....	48	13	.....	.....	15
17	Total non-operating income.....	933	1,086	5,288	303	767	30	.....	84	16
18	Gross income.....	17,351	21,265	19,926	24,409	22,577	18,346	22,893	13,018	17
19	Income deductions:									
20	Interest on funded debt.....	.....	.....	7,490	6,832	8,160	.....	4,600	.....	18
21	Other interest deductions.....	3,586	60	9,709	1,287	275	7,042	3,235	384	19
22	Rent of other electric plant.....	.....	.....	.....	.....	.....	.....	.....	.....	20
23	Other rent deductions.....	.....	.....	273	.....	.....	171	.....	.....	21
24	Sinking fund accruals.....	.....	.....	.....	3,000	.....	.....	.....	.....	22
25	Other contractual deductions.....	.....	.....	.....	600	.....	.....	132	.....	23
26	Amortization charged to income.....	.....	.....	.....	.....	.....	.....	.....	.....	24
27	Total deductions from income.....	3,586	60	17,473	11,719	8,435	7,213	7,967	384	25
28	Net corporate income.....	13,764	21,205	2,453	12,691	14,142	11,133	14,925	12,634	26
29	Surplus or deficit at beginning of period.....	86,018	24,359	11,353	27,424	26,836	9,438	18,688	49,327	27
30	Bad debts collected.....	66	9	6	3	.....	10	.....	.....	28
31	Other additions to surplus.....	20 144,439	.....	410	.....	.....	.....	1,985	2,279	29
32	Dividends declared:									
33	On preferred stocks.....	.....	.....	.....	.....	.....	.....	.....	.....	30
34	On common stock.....	7,500	9,594	.....	7,105	4,176	.....	2,000	4,500	31
35	Appropriations from surplus.....	1	.....	30	103	.....	81	.....	.....	32
36	Realized depreciation not covered by reserves.....	.....	.....	.....	.....	.....	.....	.....	.....	33
37	Bad debts written off.....	1,786	1,000	.....	.....	.....	.....	.....	.....	34
38	Other deductions from surplus.....	.....	22 1,093	2,754	.....	.....	1,797	4,387	.....	35
39	Surplus or deficit at close of period.....	235,000	33,885	11,439	32,909	36,801	18,703	29,211	59,740	36

<sup>13</sup> Report covers period January 1, to November 30, 1914; see Historical and Explanatory Statement.

<sup>22</sup> Includes a charge of \$983 for supplies pertaining to operations of previous year not charged into proper accounts before books were closed.

<sup>29</sup> Net increase in assets resulting from examination and correction of books as finally approved by the Public Service Commission, Second District, in connection with purchase of plant by Northern New York Utilities, Inc.



TABLE 301: BALANCE SHEET, ELECTRICAL CORPORATIONS

Figures in *italics* denote *credit balances* on the assets side and *debit balances* on the liabilities side.

The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in

Line No.	Twin State Gas & Electric (H. F. Div.) E 39	Sodus Gas & Electric Light E 40	Con- solidated Electric E 41	LeRoy Hydraulic Electric Gas E 42	Living- ton- Niagara Power E 43	Eastern Monroe Electric Light & Gas E 44	Standard Light, Heat & Power E 45	Seneca River Power E 46	Oswego River Power & Trans- mission E 47	Interna- tional Power & Trans- mission E 48	Mont- gomery El. Lt. & Pr. E 49	Owego Light & Power E 50	Line No.
1	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	1
2	100	5,902	3,191	823	784	185	5,033	1,466	4,554	1,939	3,808	2	
3	7,349	8,719	11,567	25,579	20,058	6,546	7,018	8,379	5,447	3,925	5,341	6,094	3
4	4,424	1,218	5,999	5,931	15,795	2,355	64	2,704	1,626	2,704	4,449	3	
5	359,799	130,711	163,761	134,419	207,327	312,869	166,792	258,319	112,006	10,373	57,507	128,646	4
6	4,000	1,177	6,017	5,012	129	2,487	14,064	150,000	9,136	150,000	9,136	128,646	5
7	371,671	150,551	225,470	171,975	233,219	336,124	176,350	274,218	133,047	168,853	78,253	142,997	6
8	1,212	21,898	1,665	6,041	48,572	63,673	7,773	32,683	33,412	2,536	1,423	314	7
9	140,500	26,000	39,000	60,500	136,000	69,500	96,000	67,000	67,000	49,000	49,000	314	8
10	1,087	4,723	26,856	7,331	4,472	2,437	482	5,731	5,731	20,685	20,685	14	9
11	213,480	90,000	75,000	85,000	43,000	250,000	69,000	100,000	20,000	150,000	70,000	60,000	10
12	15,393	7,929	81,903	13,103	5,647	17,979	36,590	45,053	12,634	16,317	1,100	12,998	11
13													12
14													13
15													14
16													15

<sup>13</sup> Balance sheet purports to represent assets and liabilities of Hoosick Falls Division only, but as there is no separate corporate organization the apportionment is obviously more or less arbitrary. "Other reserves and suspense credits" includes \$212,440 "Internal accounts with other Divisions".

<sup>14</sup> Represents "Contracts" (apparently with Niagara, Lockport and Ontario Power Co. for furnishing electric energy to respondent).

<sup>15</sup> Includes \$9000 "Suspense to be amortized".

TABLE 302: INCOME AND CORPORATE SURPLUS OR DEFICIT ACCOUNTS

Figures in *italics* denote *losses during year* and *deficits*.

The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in

Line No.	Twin State Gas & Electric (H. F. Div.) E 39	Sodus Gas & Electric Light E 40	Consolidated Electric E 41	LeRoy Hydraulic Electric Gas E 42	Livingston-Niagara Power E 43	Eastern Monroe Electric Light & Gas E 44	Standard Light, Heat & Power E 45	Seneca River Power E 46	Oswego River Power & Transmission E 47	International Power & Transmission E 48	Montgomery El. Lt. & Pr. E 49	Owego Light & Power E 50	Line No.
1	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	1
2	40,741	39,530	39,244	38,837	38,584	37,441	35,338	34,222	34,177	33,356	32,566	32,547	2
3	17,117	30,459	19,813	26,690	25,643	19,007	22,561	17,352	28,223	29,183	21,652	20,545	3
4	879	1,211	2,648	965	522	856	1,238	1,785	800	156	1,042	743	4
5	110	62	250	.....	.....	.....	344	.....	.....	.....	.....	.....	5
6	18,107	31,733	22,110	27,654	26,165	19,862	24,144	19,137	29,023	29,339	22,695	21,288	6
7	22,635	7,797	17,133	11,183	12,418	17,579	11,195	15,085	5,155	4,047	9,871	11,259	7
8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	22,635	7,797	17,133	11,183	12,418	17,579	11,195	15,085	5,155	4,047	9,871	11,259	10
11	.....	.....	1,727	.....	78	120	250	272	.....	.....	.....	81	11
12	.....	120	.....	.....	.....	1	.....	.....	306	.....	.....	.....	12
13	.....	.....	.....	.....	18	.....	.....	.....	.....	.....	.....	.....	13
14	.....	.....	199	.....	400	8	93	.....	3,000	.....	.....	.....	14
15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
16	.....	120	1,528	.....	305	112	157	272	3,306	.....	.....	81	16
17	22,635	7,917	18,662	11,183	12,113	17,691	11,352	15,357	8,460	4,047	9,871	11,340	17
18	7,025	1,213	2,000	3,025	7,860	.....	3,376	4,800	3,219	.....	.....	2,570	18
19	217	760	136	57	2,040	3,511	420	1,856	1,643	.....	.....	.....	19
20	.....	.....	.....	.....	.....	104	.....	.....	.....	.....	.....	.....	20
21	.....	.....	.....	.....	.....	.....	.....	.....	36	.....	171	.....	21
22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,000	.....	22
23	.....	500	.....	1,000	.....	.....	.....	.....	.....	.....	.....	.....	23
24	.....	.....	.....	.....	230	.....	.....	.....	558	.....	.....	.....	24
25	7,241	2,473	2,136	4,082	10,130	3,615	3,796	6,656	5,456	.....	2,171	2,570	25
26	15,393	5,444	16,526	7,101	1,983	14,077	7,556	8,702	3,004	4,047	7,700	8,770	26
27	16,262	7,835	68,297	6,039	3,664	4,357	23,610	39,388	10,823	17,812	2,600	7,664	27
28	.....	.....	15	.....	.....	.....	.....	.....	.....	.....	.....	26	28
29	.....	50	6,065	.....	.....	2	6,024	1	203	442	.....	177	29
30	.....	.....	.....	.....	.....	.....	.....	3,000	.....	.....	.....	.....	30
31	.....	5,400	9,000	37	.....	.....	600	.....	1,200	5,984	4,200	3,600	31
32	.....	.....	.....	.....	.....	.....	.....	38	.....	.....	.....	.....	32
33	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	33
34	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	39	34
35	16,262	.....	.....	.....	.....	457	.....	.....	196	.....	5,000	.....	35
36	15,393	7,929	81,903	13,103	5,647	17,979	36,590	45,053	12,634	16,317	1,100	12,298	36

<sup>22</sup> Income account purports to represent transactions of Hoosick Falls Division only, but as there is no separate corporate organization the apportionment is obviously more or less arbitrary. The disposition of the constructive income for the year is not indicated except by the notation "Carried to main office".

<sup>24</sup> Net credit resulting from changes in fixed capital accounts after examination by Commission's examiners and engineers.

<sup>25</sup> \$4591 adjustment of accounts receivable to take upon books bills for December sales of current, not previously credited to revenue; \$1015 "Inventory in excess of last year"; and \$417 adjustments of accounts receivable.

## (CLASS A), DECEMBER 31, 1914 (concluded)

alphabetic order and their ranking on the basis of operating revenues see page 49.

Line No.	Item	Glen Cove Light & Power E 51	Colliers Light, Heat & Power E 52	Wetmore Electric E 53	Potsdam Electric Light & Power E 54	Liberty Light & Power E 55	Oswegatchie Light & Power E 56	Wallkill Valley Electric Lt. & Pr. E 57	Hartwick Power E 58	Line No.
		<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Cash.....	1,673	3,281	2,616	542	732	293	136	66	1
2	Other current assets.....	9,733	14,480	12,237	44,890	12,872	5,700	7,218	661	2
3	Materials and supplies.....	10,379	388	4,715	4,569	2,329	1,962	4,882	.....	3
4	Miscellaneous investments.....	.....	.....	.....	7,500	.....	.....	.....	.....	4
5	Fixed capital, electric.....	53,980	143,422	172,634	48,987	48,250	109,184	35,458	10,399	5
6	Fixed capital, other departments.....	.....	.....	.....	.....	.....	.....	.....	.....	6
7	Miscellaneous temporary debits.....	.....	14,547	.....	23	834	1,052	.....	35	7
8	Corporate deficit.....	.....	.....	.....	.....	.....	.....	.....	.....	8
9	Total.....	75,765	176,117	192,202	106,511	65,017	118,190	47,693	11,161	9
10	Unfunded debt.....	4,917	15,616	7,022	13,341	13,294	3,313	5,250	646	10
11	Funded debt.....	.....	135,000	30,000	.....	.....	.....	15,000	.....	11
12	Reserve for replacement and renewals.....	.....	.....	.....	.....	.....	.....	.....	.....	12
13	Accrued amortization of capital.....	14,462	.....	30,346	10,325	8,575	21,099	10,835	.....	13
14	Other reserves and suspense credits.....	191	.....	.....	.....	.....	.....	.....	.....	14
15	Capital stocks.....	15,000	25,000	40,000	22,000	25,000	60,000	16,000	10,000	15
16	Corporate surplus.....	41,195	500	84,833	60,845	18,148	33,778	608	515	16

## ELECTRICAL CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (concluded)

alphabetic order and their ranking on the basis of operating revenues see page 49.

Line No.	Item	Glen Cove Light & Power E 51	Colliers Light, Heat & Power E 52	Wetmore Electric E 53	Potsdam Electric Light & Power E 54	Liberty Light & Power E 55	Oswegatchie Light & Power E 56	Wallkill Valley Electric Lt. & Pr. E 57	Hartwick Power E 58	Line No.
		<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Electric operating revenues.....	32,449	31,330	30,924	29,948	27,717	27,311	27,015	1,627	1
2	Electric operating expenses.....	26,283	22,908	15,029	19,793	18,833	25,197	20,778	1,543	2
3	Taxes assigned to electric operations.....	857	864	2,834	1,055	1,062	1,074	464	48	3
4	Uncollectible bills.....	.....	.....	.....	.....	743	743	.....	150	4
5	Total electric revenue deductions.....	27,140	23,772	17,863	20,847	20,637	27,014	21,241	1,741	5
6	Income from electric operations.....	5,309	7,558	13,061	9,101	7,080	298	5,773	114	6
7	Gross revenue from other operations.....	.....	.....	.....	.....	.....	.....	.....	.....	7
8	Revenue deductions from other operations.....	.....	.....	.....	.....	.....	.....	.....	.....	8
9	Income from other operations.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	Total operating income.....	5,309	7,558	13,061	9,101	7,080	298	5,773	114	10
11	Non-operating revenues:									
12	Rents.....	.....	.....	.....	1	.....	2	.....	.....	11
13	Interest.....	16	.....	.....	87	.....	39	.....	.....	12
14	Dividends.....	.....	.....	.....	.....	.....	.....	.....	.....	13
15	All other non-operating revenues.....	.....	.....	.....	.....	.....	.....	.....	.....	14
16	Non-operating revenue deductions.....	.....	.....	.....	.....	.....	.....	.....	.....	15
17	Total non-operating income.....	16	.....	.....	88	.....	41	.....	.....	16
18	Gross income.....	5,325	7,558	13,061	9,189	7,080	338	5,773	114	17
19	Income deductions:									
20	Interest on funded debt.....	.....	6,487	1,500	.....	45	.....	900	.....	18
21	Other interest deductions.....	74	724	200	463	90	.....	165	.....	19
22	Rent of other electric plant.....	.....	.....	.....	.....	56	11,000	120	.....	20
23	Other rent deductions.....	.....	.....	.....	.....	.....	.....	.....	.....	21
24	Sinking fund accruals.....	.....	.....	.....	.....	.....	.....	.....	.....	22
25	Other contractual deductions.....	.....	.....	.....	.....	.....	.....	.....	.....	23
26	Amortization charged to income.....	.....	296	.....	.....	.....	.....	.....	.....	24
27	Total deductions from income.....	74	7,507	1,700	463	190	11,000	1,185	.....	25
28	Net corporate income.....	5,251	50	11,361	8,726	6,890	10,662	4,589	114	26
29	Surplus or deficit at beginning of period.....	48,112	2,142	85,473	57,373	17,880	44,440	9,382	821	27
30	Bad debts collected.....	.....	.....	.....	23	.....	.....	.....	.....	28
31	Other additions to surplus.....	.....	13	.....	424	29 2,455	.....	3,165	.....	29
32	Dividends declared:									
33	On preferred stocks.....	.....	.....	.....	.....	.....	.....	.....	.....	30
34	On common stock.....	.....	.....	12,000	.....	3,750	.....	960	.....	31
35	Appropriations from surplus.....	26 12,169	.....	.....	.....	.....	.....	17 8,641	.....	32
36	Realized depreciation not covered by reserves.....	.....	.....	.....	.....	4,624	.....	.....	.....	33
37	Bad debts written off.....	.....	.....	.....	1,499	.....	.....	375	.....	34
38	Other deductions from surplus.....	.....	1,705	.....	4,201	30 703	.....	27 6,551	192	35
39	Surplus or deficit at close of period.....	41,195	500	84,833	60,845	18,148	33,778	608	515	36

<sup>17</sup> Amount appropriated during the year to provide for amortization accrued prior to 1914.<sup>26</sup> Includes \$12,052 appropriated during year to provide for amortization accrued prior to 1914.<sup>27</sup> Includes \$6375 adjustments made as result of examination by Public Service Commission, Second District.<sup>29</sup> Includes \$2440 added, as the result of an inventory, to account for poles and fixtures installed prior to January 1, 1909.<sup>30</sup> Under-accrued depreciation for 1910 and 1911, not previously charged.



TABLE 303: MISCELLANEOUS INVESTMENTS, ELECTRICAL CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914

The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 49.

Corp. No.	Name of corporation and class of investment	Characteristics of securities held		Par value of amount held	Date of acquisition	Actual money cost	Book value	Income accrued during year
		Rate of interest	Date of maturity					
E 1	<b>Niagara Falls Power:</b> <i>Free investments:</i> <i>Stocks:</i> Cataract Power and Conduit Co. .... National Wood Paper Co. .... Niagara Development Co. common ..... Niagara Development Co. preferred ..... Niagara Development Co. interest scrip. .... Tonawanda Power Co. .... Tonawanda Power Co. .... <i>Bonds:</i> New York City ..... Niagara Junction Railway Co. first mortgage ..... <i>Mortgaged or other bound investments:</i> <i>Stocks:</i> Canadian Niagara Power Co. .... Cataract Power and Conduit Co. .... Niagara Junction Railway Co. common ..... Niagara Junction Railway Co. preferred ..... Tonawanda Power Co. .... <i>Bonds:</i> Canadian Niagara Power Co. debenture series " A " ..... Canadian Niagara Power Co. debenture series " B " ..... Canadian Niagara Power Co. debenture series " C " .....  Totals. ....	%        4.25 5  						

The consideration for 10,050 shares appears to have been the execution of a contract for the sale of power to The Cataract Power and Conduit Company, and the assignment to it of the following franchises and contracts theretofore owned by The Niagara Falls Power Company: (a) Franchise for the distribution of power in the city of Buffalo; (b) License to use canal lands in the city of Buffalo; (c) Contracts with Buffalo Railway Company and Buffalo General Electric Company for the sale of power.

<sup>2</sup> The following investments are carried on the books at a total valuation of \$1,500,000: 10,050 shares of The Cataract Power and Conduit Company, 2500 shares of Tonawanda Power Company, 1600 shares common and 1345 shares preferred stock of Niagara Junction Railway Company.

<sup>3</sup> "Purchased with lands deeded to Niagara Development Company for its residential district in Niagara Falls."

\* 4102 shares at a valuation of \$518,891 acquired October, 1893, and 110 shares at a valuation of \$13,970 acquired December, 1898, in exchange for equal amounts of capital stock of respondent.

<sup>6</sup> Received in exchange for like par value of capital stock of respondent.

7,300 shares acquired December, 1892, in consideration of \$300,000 par value of first mortgage bonds; 1895 shares acquired at various times for \$18,950 cash; 80 shares "acquired from time to time by the respondent without money consideration".

<sup>8</sup> Net profits from operation during year 1914.

\* Purchased with land deeded to Niagara Junction Railway Company for right of way.

<sup>10</sup> 1344 shares acquired October, 1903, at a valuation of \$221,167, in consideration of capital stock of the respondent to the amount of \$219,009 and \$2158 cash; 1 share of \$100 purchased October, 1899, for cash.

<sup>11</sup> Received in exchange for like par values of Tonawanda-Cataract Power Company and Tonawanda Lighting and Heating Company capital stocks.

<sup>13</sup> 5000 shares acquired by issue of \$614,000 par value of common stock and \$200,000 par value of first mortgage bonds of respondent; 1000 shares received as a stock dividend.

<sup>14</sup> \$50,000 par value of stock was received in part payment for plant and lines sold Niagara and Erie Power Company; \$10,000 was purchased for cash at par.

<sup>15</sup> Received in exchange for like par value of first preferred stock of respondent.

<sup>17</sup> \$80,000 par value of bonds and a special contract for the sale of power to respondent received in consideration of the conveyance by deed of certain prop-

respondent received in consideration of the conveyance by deed of certain property and water rights.

TABLE 303: MISCELLANEOUS INVESTMENTS, ELECTRICAL CORPORATIONS (CLASS A), YEAR ENDED  
DECEMBER 31, 1914 (concluded)

Only those corporations are included which report items that appear in the Balance Sheet, Table 301, as "Miscellaneous Investments".  
The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 49.

Corp. No.	Name of corporation and class of investment	Characteristics of securities held		Par value of amount held	Date of acquisition	Actual money cost	Book value	Income accrued during year
		Rate of interest	Date of maturity					
E 11	<b>Binghamton Light, Heat and Power:</b> <i>Free investments:</i> Atlantic Gas and Electric Co. series "B" bonds.....	%		Dollars		Dollars	Dollars	Dollars
		5		68,500	May, 1914	59,937	59,937	
E 12	<b>Tonawanda Power:</b> <i>Free investments:</i> Suburban Power Co. stock.....			10,000	Oct 31, 1904	10,000	10,000	
E 14	<b>Schenectady Power:</b> <i>Free investments:</i> Hoosac River Electric Light and Power Co. stock..... Land and buildings..... Miscellaneous properties..... Totals.....			18,000	1909-1911 1911 1908-1912	14,839 5,684 18 73,247	14,839 5,684 73,247	..... ..... 1,441 1,861
E 21b	<b>Olean Electric Light and Power:</b> <i>Free investments:</i> Clark Bros. Co. stock..... Clark Bros. Co. stock..... Totals.....			1,700 1,700	Dec 12, 1912 Apr 30, 1914	1,700 1,700	1,700 1,700	..... ..... 3,400
E 24	<b>Sayre Electric:</b> <i>Free investments:</i> Waverly Electric Light and Power Co. stock..... Interstate Fair Association stock..... <i>Mortgaged or other bound investments:</i> Waverly Electric Light and Power Co. lease..... Totals.....			60,000 110	Mar 9, 1907 Sep 17, 1909 Dec 11, 1906	20,000 100	20,000 1	..... ..... 40,000 60,001
E 29	<b>Orange and Rockland Electric:</b> <i>Free investments:</i> Orange County Engineering Co. stock..... Warwick Valley Light and Power Co. stock..... Totals.....			16,400 25,000	Feb 1, 1907 Mar 14, 1912	16,400 35,396	16,400 35,396	..... ..... 810 810
E 30	<b>Hannawa Falls Water Power:</b> <i>Free investments:</i> Potsdam Electric Light and Power Co. stock..... Northern Power Co. stock..... <i>Mortgaged or other bound investments:</i> Potsdam Electric Light and Power Co. stock..... Totals.....			1,000 138,000 21,000		1,000 19 138,000 21,000	1,000 138,000 21,000	..... ..... ..... 160,000
E 33	<b>Ontario Light and Traction:</b> <i>Mortgaged or other bound investments:</i> Canandaigua Gas Light Co. stock.....			26,400	Jun 11, 1900	20 26,400	26,400	.....
E 34	<b>Hornell Electric:</b> <i>Free investments:</i> Public Service Audit Co. stock.....			450	1913, 1914	450	450	.....
E 35	<b>Huntington Light and Power:</b> <i>Free investments:</i> Huntington Gas Co. stock..... Advances to system corporations..... Totals.....			60,000	Dec 31, 1906 Dec 31, 1911	1,000 21 46,936	1,000 46,936	..... ..... 47,936
E 41	<b>Consolidated Electric:</b> <i>Free investments:</i> Van Ness Farm (one-half interest)..... Collins water-power..... Greenwich Development Co. stock..... <i>Mortgaged or other bound investments:</i> Grist mill..... Tenements..... Pulp mill and power..... Campbell farm..... Cement mountain..... Store buildings..... Totals.....			200	Dec 31, 1901 Jun 4, 1910 Nov 29, 1913 Oct 2, 1899 Oct 2, 1899 Feb 19, 1898 Apr 1, 1902 Dec 31, 1906 Nov 1, 1912	2,250 1,100 200 6,991 3,409 20,049 4,481 579 716	2,250 1,100 200 6,991 3,409 20,049 4,481 579 716	147 ..... ..... ..... 391 806 192 ..... ..... 39,775 1,536
E 44	<b>Eastern Monroe Electric Light and Gas:</b> <i>Free investments:</i> Despatch Heat, Light and Power Co. stock.....						15,795	.....
E 49	<b>Montgomery Electric Light and Power:</b> <i>Free investments:</i> Southern Pacific Railroad Co. bonds.....	4	Jun 1, 1929	2,000	Nov 25, 1914	1,626	1,626	.....
E 54	<b>Potsdam Electric Light and Power:</b> <i>Mortgaged or other bound investments:</i> Potsdam Paper Mills bonds.....	6		7,500			7,500	.....
	Grand totals.....						12,123,787	769,754

<sup>18</sup> This amount represents the appraised value, including cost of improvements, of properties purchased by respondent in connection with water rights, etc., and taken out of Land account.

<sup>19</sup> Received in exchange for like par value of bonds of respondent.

<sup>20</sup> Acquired with property at time of purchase under foreclosure sale. Actual money cost can not be separated from cost of other property.

<sup>21</sup> "Represents cost to respondent of acquiring \$60,000 of bonds of the Huntington Gas Company which have been canceled of record."



TABLE 304: FIXED CAPITAL, ELECTRICAL CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914

So far as fixed capital costs have been classified according to the prescribed uniform system of accounts now effective, the net change during the year and the balance at the close of the year in each primary account are shown in Table 304 as reported. The book accounts representing fixed capital installed prior to December 31, 1908, have in most cases not yet been required by the Commission to be re-classified according to the now effective system, and where for this or any other reason expenditures are not so classified, the total is shown against the captions "Undistributed book value" and "Other fixed capital not classified by prescribed accounts".

The amounts shown as "Balance at close of year" but not in all cases equal the sum of the "Net increase during year" added to the balance given in the abstracts for 1913. This is due to corrections, adjustments, and transfers which are not considered part of the year's transactions, but which have been shown in the current report of the corporation concerned as though they had been recorded in the figures for the previous year.

Figures in *italics* indicate *decreases or credit balances*.

The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 49.

Line No.	Name of account	Niagara Falls Power E 1	Cataract Power & Conduit E 2	Buffalo General Electric E 3	Niagara, Lockport & Ontario Power E 4	Schenectady Illuminating E 5	Cliff Electrical Distributing E 6	St. Lawrence River Power E 7	Line No.
1	Classified by prescribed accounts:								1
2	Land devoted to electric operations:								2
3	Intangible electric capital:								3
4	Organizations:								4
5	Patent-rights, electric:								5
6	Patent-rights, electric:								6
7	Other intangible electric capital:								7
8	General structures:	1,112	6,333	563,177	8,145	3,732	5,813	538	8
9	Dams, canals, and pipe lines:	31,090	2,059	55,402	9,007	25,609	11,859	5,822	9
10	Power plant buildings:	4,523			476			1,297,085	10
11	Furnaces, boilers, and accessories:	37,270			1,367			7,373	11
12	Steam engines:								12
13	Turbine-generators:	1,552							13
14	Turbines and water-wheels:								14
15	Gas producers and accessories:								15
16	Gas engines:								16
17	Electric generators:	5,292							17
18	Accessories electric power equipment:	2,127							18
19	Miscellaneous power plant equipment:	30,333	98,151	73,884	38,120	8,034	43,401	323,506	19
20	Sub-station buildings:	39,199	11,691	73,884	185		1,453	61,895	20
21	Poles and fixtures:	27,881	3,788	98,386	124,613	4,634	1,453	7,010	21
22	Underground conduits:	49,816	3,098	224,852	54,880	5,571	187	4,210	22
23	Transmission system:	32,087	23,668	547,064	78,552	383	89,883		23
24	Distribution system:	367	4,817	312,472	17,556	7,606	11,341		24
25	Line transformers and devices:		30,907	35,668	8,609	8,609	119,858		25
26	Electric services:	9,629	23,755	131,273	18,555	5,167	143		26
27	Electric meters:		8,515	335,140	250	26,460	385		27
28	Electric meter installation:		827		121	6,910	82		28
29	Municipal street lighting system, electric:			64,943		47,437	1,075		29
30	Commercial arc lamps:			122,131		1,817			30
31	Glow lamps:								31
32	Electric motors and heaters:								32
33	Electric tools and implements:	317	1,026	701		715	297		33
34	Electric laboratory equipment:	820	2,770	8,385	5,131	459	423		34
35	Other tangible electric capital:			886	8,705	1,046	1,870		35
36	General expenditures for electric fixed capital:								36
37	Engineering and superintendence:				11,325		2,630	7,813	37
38	Law expenditures during construction:							2,275	38
39	Injury during construction:	62							39
40	Interest during construction:								40
41	Miscellaneous construction expenditures:			9,001	22,035		485		41
42	Totals classified by prescribed accounts:	21,459	181,387	3,382,392	427,014	71,646	136,985	845,431	42
43	Not classified by prescribed accounts:								43
44	Undistributed book value:	4,159		2,809,215					44
45	Other fixed capital not classified by prescribed accounts:	581	8,155		31,514	43,748		4,557	45
46	Totals not classified by prescribed accounts:	4,740	8,155	2,809,215	31,514	43,748		4,557	46
47	Total fixed capital, electric:	16,719	173,232	6,191,607	11,289,623	21,898	136,985	845,431	47
48	Total fixed capital, other departments:	1,479							48
49	Grand total fixed capital:	18,198	173,232	6,191,607	11,289,623	21,898	136,985	845,431	49

acquired on or since that date is included with "Total fixed capital, other departments".

The book cost of land and improvements not devoted to electric operations is included with "Undistributed book value," Electric department, in the case of such property acquired prior to January 1, 1909. Similar property

TABLE 304: FIXED CAPITAL, ELECTRICAL CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (continued)

So far as fixed capital costs have been classified according to the prescribed uniform system of accounts now effective, the net change during the year and the balance at the close of the year in each primary account are shown in Table 304 as reported. The book accounts representing fixed capital installed prior to December 31, 1908, have in most cases not yet been required by the Commission to be re-classified according to the now effective system, and where for this or any other reason expenditures are not so classified, the total is shown against the captions "Undistributed book value" and "Other fixed capital not classified by prescribed accounts". The amounts shown as "Balance at close of year" will not in all cases equal the sum of the "Net increase during year" added to the balance given in the abstracts for 1913. This is due to corrections, adjustments, and transfers which are not considered part of the year's transactions but which have been shown in the current report of the corporation concerned as though they had been recorded in the figures for the previous year.

Figures in italics indicate decreases or credit balances.

The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 49.

Line No.	Name of account	Yonkers Electric Light & Power E 8	Nassau Light & Power E 9	Buffalo and Niagara Falls El. Lt. & Pr. E 10	Binghamton Light, Heat & Power E 11	Tonawanda Power E 12	Niagara & Erie Power E 13	Schenectady Power E 14	Line No.
1	Land devoted to electric operations:								1
2	Intangible electric capital:								2
3	Organization.								3
4	Franchises, electric.								4
5	Patent-rights, electric.								5
6	Other intangible electric capital.								6
7	Direct expenditures for tangible electric capital:								7
8	General structures.	638	1,900	4,821	769	3,609	231	365	8
9	Dams, canals, and pipe lines.	466	1,936	12,914	2,423	5,150	2,074	1,577	9
10	Power plant buildings.		2,394	731	1,314			972	10
11	Furnaces, boilers, and accessories.		26,306		11,004			186	11
12	Steam engines.				23,934				12
13	Turbines and water-wheels.								13
14	Gas producers and accessories.								14
15	Gas engines.								15
16	Electric generators.		29	9,978	11,281				16
17	Accessory electric power equipment.		241	21,781	9,161				17
18	Miscellaneous power plant equipment.		12	8,420	14,873				18
19	Sub-station buildings.	515	3,735	24,301	2,971	3,062	140	1,951	19
20	Poles and fixtures.	75,421	10,714	1,515					20
21	Underground conduits.	22,837	423	138					21
22	Transmission system.	29,794	1,527	2,934					22
23	Distribution system.	16,533	13,139	23,219	5,136	3,657	130		23
24	Line transformers and devices.	8,706	7,123	38,679	18,114	2,875	65		24
25	Electric services.	15,939	4,374	2,438	3,162	1,408	215		25
26	Electric meters.	479	9,697	7,320	44,256	2,580	442		26
27	Electric meter installation.		1,037	37		46	26		27
28	Municipal street lighting system, electric.	8,511	6,673	15,051	19,032	1,158			28
29	Commercial arc lamps.	35		304	64				29
30	Glow lamps.								30
31	Electric motors and heaters.								31
32	Electric tools and implements.								32
33	Electric laboratory equipment.		107	459	238	21	681		33
34	Other tangible electric capital.		32		96	31			34
35	General expenditures for electric fixed capital:								35
36	Engineering and superintendence.								36
37	Law expenditures during construction.		150		8,979				37
38	Injuries during construction.								38
39	Taxes during construction.								39
40	Interest during construction.		7		1,029				40
41	Miscellaneous construction expenditures.				705				41
42	Totals classified by prescribed accounts.	103,418	91,499	40,424	100,244	32,488	1,333	38,403	42
43	Not classified by prescribed accounts:								43
44	Undistributed book value.	3,771			779,700	1,170			44
45	Other fixed capital not classified by prescribed accounts.	13,697	3,812	485,163	473,483	23,334		32,550	45
46	Totals not classified by prescribed accounts.	17,468	3,812	485,163	1,253,183	508,574		96,793	46
47	Total fixed capital, electric.	85,950	87,657	709,181	1,490,363	31,318	1,333	5,853	47
48	Grand total fixed capital.	85,950	87,657	709,181	1,490,363	31,318	1,333	5,853	48

\* During the year \$32,550 was transferred from "Fixed capital not classified by prescribed accounts" to the sub-account "Land devoted to electric operations" under "Fixed capital classified by prescribed accounts".



TABLE 304: FIXED CAPITAL, ELECTRICAL CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (continued)

So far as fixed capital costs have been classified according to the prescribed uniform system of accounts now effective, the net change during the year and the balance at the close of the year in each primary account are shown in Table 304 as reported. The book accounts representing fixed capital installed prior to December 31, 1908, have in most cases not yet been required by the Commission to be re-classified according to the now effective system, and where for this or any other reason expenditures are not so classified, the total is shown against the captions "Undistributed book value" and "Other fixed capital not classified by prescribed accounts". The amounts shown as "Balance at close of year" will not in all cases equal the sum of the "Net increase during year" added to the balance given in the abstracts for 1913. This is due to corrections, and transfers which are not considered part of the year's transactions but which have been shown in the current report of the corporation concerned as though they had been recorded in the figures for the previous year.

Figures in italics indicate decreases or credit balances.

The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 49.

Line No.	Name of account	Northern Power E 15	Ithaca Electric Light & Power E 16	Edison El. & Pr., Amsterdam E 17	Long Island Lighting E 18	Genesee Light & Power E 19	East Creek El. Lt. & Pr. E 20	Olean Electric Light & Power (old) E 21a	Olean Electric Light & Power (new) E 21b	Line No.
1	Classified by prescribed accounts:									1
2	Land devoted to electric operations.....	Dollars 2,807	Dollars 300	Dollars .....	Dollars 14,644	Dollars 41,532	Dollars 290,959	Dollars 1,304	Dollars 2,654	2
3	Intangible electric capital:									3
4	Organization.....	1,277	.....	.....	2,958	38,276	111,140	358	1,560	4
5	Franchises, electric.....	.....	.....	.....	337	63,337	.....	92	92	5
6	Patent-rights, electric.....	.....	.....	.....	3,492	37,974	.....	30,000	28,500	6
7	Other intangible electric capital.....	.....	.....	.....	.....	.....	.....	.....	.....	7
8	Direct expenditures for tangible electric capital:									8
9	General structures.....	2,870	5,386	387	346	957	106	568	568	9
10	Dams, canals, and pipe lines.....	7,995	2,736	.....	1,621	5,182	77	3,554	3,742	10
11	Power plant buildings.....	.....	.....	.....	23,579	52,365	235,859	900	900	11
12	Furnaces, boilers, and accessories.....	25,070	42,547	49	29,666	44,133	46,483	31,291	36,516	12
13	Steam engines.....	.....	.....	.....	.....	.....	276	30,510	45,464	13
14	Turbine-generators.....	.....	.....	.....	.....	.....	.....	6,436	17,800	14
15	Turbines and water-wheels.....	.....	.....	.....	.....	.....	.....	.....	.....	15
16	Gas producers and accessories.....	.....	.....	.....	.....	.....	50,401	.....	.....	16
17	Gas engines.....	.....	.....	.....	86	1,502	.....	.....	.....	17
18	Electric generators.....	.....	.....	.....	12,218	18,590	66,720	35,904	43,324	18
19	Accessory electric power plant equipment.....	.....	.....	.....	39,000	44,557	40,154	559	120	19
20	Miscellaneous power plant equipment.....	.....	15	.....	4,536	5,466	868	7,794	10,443	20
21	Sub-station buildings.....	51,998	.....	.....	3,763	3,712	10,506	1,084	1,613	21
22	Poles and fixtures.....	4,570	.....	27,002	77,851	109,859	307	18,571	18,647	22
23	Underground conduits.....	72,301	120	1,112	3,763	3,712	1,112	13,806	18,805	23
24	Transmission system.....	195,169	.....	.....	69,199	6,500	228	909	493	24
25	Distribution system.....	5,291	11,391	2,386	69,199	137	48,250	25,804	28,860	25
26	Line transformers and devices.....	1,794	10,252	1,519	16,185	49,397	1,980	11,005	16,710	26
27	Electric services.....	1,233	11,104	1,906	16,185	36,411	30	948	9,532	27
28	Electric meter installation.....	2,245	12,749	8,738	7,276	8,642	272	7,514	15,224	28
29	Municipal street lighting system, electric.....	.....	1,653	14,886	4,853	22,270	355	12,063	502	29
30	Commercial arc lamps.....	.....	2,719	203	186	1,463	3,325	99	81	30
31	Glower lamps.....	.....	.....	6,724	26,357	35,323	772	16,628	20,348	31
32	Electric motors and hatters.....	.....	.....	69	.....	.....	.....	.....	.....	32
33	Electric tools and implements.....	.....	.....	.....	.....	.....	.....	.....	.....	33
34	Electric laboratory equipment.....	725	81	59	162	2,865	159	373	373	34
35	Other tangible electric capital.....	.....	234	.....	99	311	21	410	564	35
36	General expenditures for electric fixed capital:									36
37	Engineering and superintendence.....	3,250	3,054	2,934	13,795	13,858	81,273	7,393	7,393	37
38	Law expenditures during construction.....	.....	.....	.....	3,497	3,497	7	3,032	3,032	38
39	Injuries during construction.....	.....	.....	.....	.....	.....	926	.....	.....	39
40	Taxes during construction.....	.....	.....	.....	10,868	10,868	1,620	6,252	6,252	40
41	Interest during construction.....	5,165	.....	.....	3,586	4,778	92,478	9,498	9,683	41
42	Miscellaneous construction expenditures.....	.....	.....	.....	4,422,447	788,102	2,864	281,750	349,225	42
43	Totals classified by prescribed accounts.....	88,980	64,771	37,119	4,422,447	788,102	1,229,200	9,662	11,209	43
44	Not classified by prescribed accounts:									44
45	Undistributed book value.....	.....	.....	1,149	.....	.....	.....	.....	.....	45
46	Other fixed capital not classified by prescribed accounts.....	137,208	433,992	.....	.....	.....	407,050	.....	.....	46
47	Totals not classified by prescribed accounts.....	137,208	433,992	1,149	.....	.....	407,050	.....	.....	47
48	Total fixed capital, electric.....	48,228	498,763	35,970	422,447	788,102	1,636,250	281,750	349,225	48
49	Total fixed capital, other departments.....	.....	.....	.....	.....	.....	.....	.....	.....	49
50	Grand total fixed capital.....	48,228	498,763	35,970	422,447	788,102	1,636,250	281,750	349,225	50

\* Includes various adjustments made on account of re-classification of respondent's fixed capital.

\* Includes \$22 "Commercial incandescent lamp fixtures," and \$11 "Commercial arc lamp fixtures."

\* Includes \$84 "Commercial incandescent lamp fixtures," and \$11 "Commercial arc lamp fixtures."

\* Report covers period January 1 to July 31, 1914; see Historical and Explanatory Statement.

\* Report covers period August 1 to December 31, 1914; see Historical and Explanatory Statement.

TABLE 304: FIXED CAPITAL, ELECTRICAL CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (continued)

So far as fixed capital costs have been classified according to the prescribed uniform system of accounts now effective, the net change during the year and the balance at the close of the year in each primary account are shown in Table 304 as reported. The hook accounts representing fixed capital installed prior to December 31, 1908, have in most cases not yet been required by the Commission to be re-classified according to the now effective system, and where for this or any other reason expenditures are not so classified, the total is shown against the captions "Undistributed hook value" and "Other fixed capital not classified by prescribed accounts." The amounts shown as "Balance at close of year" will not in all cases equal the sum of the "Net increase during year" added to the balance given in the abstracts for 1913. This is due to corrections, adjustments, and transfers which are not considered part of the year's transactions but which have been shown in the current report of the corporation concerned as though they had been recorded in the figures for the previous year.

Figures in *italics* indicate *decreases or credit balances*.

The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 49

Line No.	Name of account	Cortland County Traction E 22	Jamestown Lighting & Power E 23	Sayre Electric E 24	Fulton Light, Heat & Power E 25	Paul Smith's El. Lt. & P. & R.R. E 26	Ogdensburg Power & Light E 27	Hydro-Electric E 28	Line No.
		Net increase during year	Net increase during year	Net increase during year	Net increase during year	Net increase during year	Net increase during year	Net increase during year	
		Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	
1	Classified by prescribed accounts:								1
2	Land devoted to electric operations:								2
3	Intangible electric capital:								3
4	Organization:								4
5	Franchises, electric:								5
6	Patent-rights, electric:								6
7	Other intangible electric capital:								7
8	Direct expenditures for tangible electric capital:								8
9	General structures:								9
10	Dams, canals, and pipe lines:								10
11	Power plant buildings:								11
12	Furnaces, boilers, and accessories:								12
13	Steam engines:								13
14	Turbine-generators:								14
15	Turbines and water-wheels:								15
16	Gas producers and accessories:								16
17	Electric generators:								17
18	Accessory electric power equipment:								18
19	Miscellaneous power plant equipment:								19
20	Sub-station buildings:								20
21	Poles and fixtures:								21
22	Underground conduits:								22
23	Transmission system:								23
24	Line transformers and devices:								24
25	Electric services:								25
26	Electric meters:								26
27	Electric meter installation:								27
28	Municipal street lighting system, electric:								28
29	Commercial lamps:								29
30	Glow lamps:								30
31	Electric motors and heaters:								31
32	Electric tools and implements:								32
33	Electric laboratory equipment:								33
34	Other tangible electric capital:								34
35	General expenditures for electric fixed capital:								35
36	Engineering and superintendence:								36
37	Law expenditures during construction:								37
38	Injuries during construction:								38
39	Taxes during construction:								39
40	Interest during construction:								40
41	Miscellaneous construction expenditures:								41
42	Totals classified by prescribed accounts:								42
43	Not classified by prescribed accounts:								43
44	Undistributed hook value:								44
45	Other fixed capital not classified by pres. acts:								45
46	Totals not classified by prescribed accounts:								46
47	Total fixed capital, electric:								47
48	Grand total fixed capital:								48

\* Expenditures on account of "Poles and fixtures" are included under "Distribution system."

\* Expenditures on account of "Line transformers and devices" are included under "Electric meters."



TABLE 304: FIXED CAPITAL, ELECTRICAL CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (continued)

So far as fixed capital costs have been classified according to the prescribed uniform system of accounts now effective, the net change during the year and the balance at the close of the year in each primary account are shown in Table 304 as reported. The book accounts representing fixed capital installed prior to December 31, 1908, have in most cases not yet been required by the Commission to be re-classified according to the now effective system, and where for this or any other reason expenditures are not so classified, the total is shown against the captions "Undistributed book value" and "Other fixed capital not classified by prescribed accounts." This is due to corrections, adjustments, and transfers which are not considered as part of the year's transactions but which have been shown in the current report of the corporation concerned as though they had been recorded in the figures for the previous year. Figures in *italics* indicate *decreases or credit balances*.

The corporations are named in the order of their average revenues during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 49.

Line No.	Name of account	Orange & Rockland Electric E 29	Hannawa Falls Water Power E 30	Carthage Electric Light & Power E 31	Patchogue Electric Light E 32	Ontario Light & Traction E 33	Hornell Electric E 34	Huntington Light & Power E 35	Line No.
1	Classified by prescribed accounts:								1
2	Land devoted to electric operations:								2
3	Intangible electric capital:								3
4	Organization:	10	118	132	330		20		4
5	Franchises, electric:	100							5
6	Patent-rights, electric:								6
7	Other intangible electric capital:								7
8	Direct expenditures for tangible electric capital:								8
9	General structures:	2,515	731	3,882	9,647	2,342	500	1,481	9
10	Dams, canals, and pipe lines:	9,813	41,213	29,094	1,806	503	1,144	345	10
11	Power plant buildings:	15,559	347	14,244	20,273	232	8,331	691	11
12	Furnaces, boilers, and accessories:	12,559	129,816	160	12,448		39,025	3,038	12
13	Steam engines:	33,160		21	14,988		15,181	10,712	13
14	Turbine-generators:								14
15	Turbines and water-wheels:		14,630	14,467					15
16	Gas producers and accessories:								16
17	Gas engines:	9,266							17
18	Electric generators:	4,679	19,396	14,934	7,230	2,146	18,089	4,837	18
19	Accessory electric power equipment:	456	18,736	13,114	5,073	635	4,489	5,517	19
20	Miscellaneous power plant equipment:	592	4,845	343	472	4	1,508	268	20
21	Sub-station buildings:	2,517	6,821	7,344	631		949		21
22	Poles and fixtures:	10,514	24,597	13,670	12,367	1,497	1,593	6,737	22
23	Underground conduits:	2,876		27	2,303	238	416	1,053	23
24	Transmission system:	21,609		14,152	9,398	53			24
25	Distribution system:	5,271	31,120	7,018	29,074	337	4,249	2,294	25
26	Line transformers and devices:	2,306	11,970	7,019	9,217	337	2,003	5,324	26
27	Electric meters:	4,230	11,294	2,161	3,874	261	1,050	5,927	27
28	Electric meter installation:			808	11,833	1,693	1,006	7,929	28
29	Municipal street lighting system, electric:	1,418		6,615	2,185	783	1,652	526	29
30	Commercial lamps:			916					30
31	Glowlamps:								31
32	Electric motors and heaters:								32
33	Electric tools and implements:	112				2			33
34	Electric laboratory equipment:	246		217	95		288	85	34
35	Other tangible electric capital:	2					1,012		35
36	General expenditures for electric fixed capital:								36
37	Law expenditures during construction:	3,972	939			1,476		12,424	37
38	Injuries during construction:	10	1,827						38
39	Taxes during construction:	1,637	2,127						39
40	Interest during construction:	577	25,710	298					40
41	Miscellaneous construction expenditures:	709	14,249	844					41
42	Totals classified by prescribed accounts:	111,613	1,145,051	373,790	167,847	10,712	63,310	118,948	42
43	Not classified by prescribed accounts:								43
44	Undistributed book value:	110,888				8,450	167		44
45	Other fixed capital not classified by prescribed accounts:	110,888				4,940	100,099		45
46	Totals not classified by prescribed accounts:					13,390	167		46
47	Total fixed capital, electric:	725	96,208	373,790	167,847	2,678	63,143	225,047	47
48	Total fixed capital, other departments:		5,202				377	102,365	48
49	Grand total fixed capital:	725	201,410	373,790	167,847	2,678	63,520	7,537	49

10 Report covers period January 1 to November 30, 1914; see Historical and Explanatory Statement.

TABLE 304: FIXED CAPITAL, ELECTRICAL CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (continued)

So far as fixed capital costs have been classified according to the prescribed uniform system of accounts now effective, the net change during the year and the balance at the close of the year in each primary account are shown in Table 304 as reported. The book accounts representing fixed capital installed prior to December 31, 1908, have in most cases not yet been required by the Commission to be re-classified according to the now effective system, and where for this or any other reason expenditures are not so classified, the total is shown against the captions, "Undistributed book value," and "Other fixed capital not classified by prescribed accounts." The amounts shown as "Balance at close of year," will not in all cases equal the sum of the "Net increase during year," added to the balance given in the abstracts for 1913. This is due to corrections, adjustments, and transfers which are not considered part of the year's transactions but which have been shown in the current report of the corporation concerned as though they had been recorded in the figures for the previous year. Figures in *italics* indicate decreases or credit balances.

The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 49.

Line No.	Name of account	Despatch Heat, Light & Power E 36	Suffolk Light, Heat & Power E 37	Babylon Electric Light E 38	Twin State Gas & El. (Hoosick Falls Div.) E 39	Sodus Gas & Electric Light E 40	Consolidated Electric E 41	LeRoy Hydraulic Electric Gas E 42	Time No.
1	Classified by prescribed accounts:								
2	Land devoted to electric operations.....	Dollars 3,287	Dollars 1,481	Dollars 1,353	Dollars 100	Dollars 215	Dollars 120	Dollars 23,111	1
3	Intangible electric capital:								
4	Organization.....								2
5	Franchises, electric.....								3
6	Patent-rights, electric.....								4
7	Other intangible electric capital.....								5
8	Direct expenditures for tangible electric capital:								
9	General structures.....	1,000	547	458	1,244	1,679	212	1,026	6
10	Dams, canals, and pipe lines.....			1,965	8,461	231		27,624	7
11	Power plant buildings.....		52	2,078	1,331	445		8,439	8
12	Furnaces, boilers, and accessories.....		64	3,088	850			11,816	9
13	Steam engines.....			4,534				19,074	10
14	Turbine-generators.....	173						3,299	11
15	Turbines and water-wheels.....							13,052	12
16	Gas producers and accessories.....							3,489	13
17	Electric generators.....	100							14
18	Accessory electric power equipment.....	1,170	107	1,748	2,804			12,024	15
19	Miscellaneous power plant equipment.....	23		1,238	777			10,230	16
20	Sub-station buildings.....	615	170	86	1,032			9,564	17
21	Poles and fixtures.....	1,593	321	235	83			14,017	18
22	Underground conduits.....	779	966	14,931	2,056	25,427	577	13,561	19
23	Transmission system.....	84		7,245					20
24	Distribution system.....	3,004	2,965	13,755	7,245	19,854		4,065	21
25	Line transformers and devices.....	1,220	982	7,701	3,951	25,428	891	17,570	22
26	Electric meters.....	2,628	481	6,505	2,953	7,075	91	12,555	23
27	Electric meter installation.....	1,289	1,077		1,237	6,790	143	1,883	24
28	Municipal street lighting system, electric.....	52	1,184		3,786	10,087	328	2,840	25
29	Commercial lamps.....	192		1,466	196	788	11	9,824	26
30	Glow lamps.....				2504	3,500		807	27
31	Electric motors and heaters.....							3,861	28
32	Electric tools and implements.....								29
33	Electric laboratory equipment.....		9						30
34	Other tangible electric capital.....		300	85					31
35	General expenditures for electric fixed capital:								32
36	Engineering and superintendence.....		450		7,135	4,000			33
37	Law expenditures during construction.....					384		1,075	34
38	Injuries during construction.....								35
39	Taxes during construction.....								36
40	Interest during construction.....								37
41	Miscellaneous construction expenditures.....			2,365		9,467			38
42	Totals classified by prescribed accounts.....	11,626	11,362	66,561	58,817	130,711	2,446	163,761	39
43	Not classified by prescribed accounts:								40
44	Undistributed book value.....	459,543	600	79,012	300,982				41
45	Other fixed capital not classified by pres. accts.....								42
46	Totals not classified by prescribed accounts.....	459,543	600	79,012	300,982				43
47	Total fixed capital, electric.....	11,626	10,762	145,572	359,799	130,711	2,446	163,761	44
48	Grand total fixed capital.....	11,626	10,762	145,572	359,799	130,711	2,446	163,761	45



TABLE 304: FIXED CAPITAL, ELECTRICAL CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (continued)

So far as fixed capital costs have been classified according to the prescribed uniform system of accounts now effective, the net change during the year and the balance at the close of the year in each primary account are shown in Table 304 as reported. The book accounts representing fixed capital installed prior to December 31, 1908, have in most cases not yet been required by the Commission to be re-classified according to the now effective system, and where for this or any other reason expenditures are not so classified, the total is shown against the captions "Undistributed book value" and "Other fixed capital not classified by prescribed accounts". The amounts shown as "Balance at close of year" will not in all cases equal the sum of the "Net increase during year" added to the balance given in the abstracts for 1913. This is due to corrections, adjustments, and transfers which are not considered part of the year's transactions but which have been shown in the current report of the corporation concerned as though they had been recorded in the figures for the previous year.

Figures in *italics* indicate *decreases or credit balances*.

The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914, for their names in alphabetic order and their ranking on the basis of operating revenues see page 49.

Line No.	Name of account	Livingston-Niagara Power E 43	Eastern Monroe El. Light & Gas E 44	Standard Light, Heat & Power E 45	Seneca River Power E 46	Oswego River Power Transmission E 47	International Power & Transmission E 48	Montgomery Electric Light & Power E 49	Oswego Light & Power E 50	Line No.
		Net increase during year Dollars	Net increase during year Dollars	Net increase during year Dollars	Net increase during year Dollars	Net increase during year Dollars	Net increase during year Dollars	Net increase during year Dollars	Net increase during year Dollars	
1	Classified by prescribed accounts:									1
2	Land devoted to electric operations.....	48,611	14	1,024	495	240	3,193	851	35,279	2
3	Intangible electric capital:									3
4	Organization.....	30,064				1	266	1,406		4
5	Franchises, electric.....									5
6	Patent-rights, electric.....									6
7	Other intangible electric capital.....			5						7
8	Direct expenditures for tangible electric capital:									8
9	General structures.....	17,600		534	1,304	558		1,732	1,707	9
10	Dams, canals, and pipe lines.....	2,109		291	329	221		15	1,732	10
11	Power plant buildings.....	4,000		2,870	5,813			37	19,947	11
12	Furnaces, boilers, and accessories.....			3,544				9	8,073	12
13	Steam engines.....			7,743					11,648	13
14	Turbine-generators.....	2,800							3,800	14
15	Turbines and water-wheels.....									15
16	Gas producers and accessories.....									16
17	Gas engines.....									17
18	Accessory electric power equipment.....			74	3,566					18
19	Miscellaneous power plant equipment.....	4,897		1,972	1,972	157		1,361	10,914	19
20	Sub-station buildings.....	24,365		64	91	1,105		514	2,923	20
21	Poles and fixtures.....	18,077				7,134			1,389	21
22	Underground conduits.....					18,455				22
23	Transmission system.....	20,741				7,180			2,361	23
24	Line transformers and devices.....	8		20		24,337				24
25	Electric services.....	254		232	1,719	757			8,748	25
26	Electric meters.....	378		521	1,561	269			3,038	26
27	Electric meter installation.....	131		590	2,333	239			1,881	27
28	Municipal street lighting system, electric.....			32	5,144	928			5,944	28
29	Commercial arc lamps.....			4,837	155	107				29
30	Flower lamps.....				2,902	11			2,639	30
31	Electric tools and implements.....									31
32	Electric laboratory equipment.....									32
33	Other tangible electric capital.....	76								33
34	General expenditures for electric fixed capital:									34
35	Engineering and superintendence.....	8,563			75	601				35
36	Interest during construction.....				1,688					36
37	Taxes during construction.....					718				37
38	Interest during construction.....					26				38
39	Taxes during construction.....					45				39
40	Interest during construction.....									40
41	Miscellaneous construction expenditures.....	4,500								41
42	Totals classified by prescribed accounts.....	8,670	15,941	8,414	45,570	18,819	72,061	57,507	128,646	42
43	Not classified by prescribed accounts:									43
44	Undistributed book value.....									44
45	Other fixed capital not classified by prescribed accounts.....									45
46	Totals not classified by prescribed accounts.....									46
47	Total fixed capital, electric.....	8,670	15,941	8,414	258,319	18,819	112,006	57,507	128,646	47
48	Grand total fixed capital.....	8,670	15,941	8,414	258,319	18,819	112,006	57,507	128,646	48

TABLE 304: FIXED CAPITAL, ELECTRICAL CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (concluded)

So far as fixed capital costs have been classified according to the prescribed uniform system of accounts now effective, the net change during the year and the balance at the close of the year in each primary account are shown in Table 304 as reported. The book accounts representing fixed capital installed prior to December 31, 1908, have in most cases not yet been required by the Commission to be re-classified according to the now effective system, and where for this or any other reason expenditures are not so classified, the total is shown against the captions "Undistributed book value" and "Other fixed capital not classified by prescribed accounts". The amounts shown as "Balance at close of year" will not in all cases equal the sum of the "Net increase during year," added to the balance given in the abstracts for 1913. This is due to corrections, adjustments, and transfers which are not considered part of the year's transactions but which have been shown in the current report of the corporation concerned as though they have been recorded in the figures for the previous year.

Figures in *italics* indicate decreases or credit balances.

The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 49.

Line No.	Name of account	Glen Cove Light & Power E 51	Colliers Light, Heat & Power E 52	Wetmore Electric E 53	Potsdam Electric Light & Power E 54	Liberty Light & Power E 55	Oswegatchie Light & Power E 56	Wallkill Valley El. Lt. & Pr. E 57	Hartwick Power E 58	Line No.
		Net increase during year Dollars	Net increase during year Dollars	Net increase during year Dollars	Net increase during year Dollars	Net increase during year Dollars	Net increase during year Dollars	Net increase during year Dollars	Net increase during year Dollars	
		Balance at close of year Dollars	Balance at close of year Dollars	Balance at close of year Dollars	Balance at close of year Dollars	Balance at close of year Dollars	Balance at close of year Dollars	Balance at close of year Dollars	Balance at close of year Dollars	
1	Classified by prescribed accounts:									1
2	Land devoted to electric operations:									2
3	Intangible electric capital:									3
4	Organization.....		6,655							4
5	Franchises, electric.....		9,268							5
6	Patent-rights, electric.....		15,000							6
7	Other intangible electric capital.....									7
8	Direct expenditures for tangible electric capital:									8
9	General structures.....									9
10	Dams, canals, and pipe lines.....		161							10
11	Power plant buildings.....		7,049							11
12	Furnaces, boilers, and accessories.....		6,572							12
13	Steam engines.....		7,333							13
14	Turbo-generators.....		1,598							14
15	Turbines and water-wheels.....		5,063							15
16	Gas producers and accessories.....									16
17	Electric generators.....									17
18	Accessory electric power equipment.....		34							18
19	Miscellaneous power plant equipment.....		4,689							19
20	Sub-station buildings.....		4,962							20
21	Poles and fixtures.....		164							21
22	Underground conduits.....		2,732							22
23	Transmission system.....		1,789							23
24	Distribution system.....		41							24
25	Line transformers and devices.....		11,607							25
26	Electric services.....		838							26
27	Electric meters.....		289							27
28	Electric meter installation.....		525							28
29	Municipal street lighting system, electric.....		4							29
30	Commercial arc lamps.....									30
31	Glow lamps.....									31
32	Electric motors and heaters.....									32
33	Electric tools and implements.....		78							33
34	Electric laboratory equipment.....		445							34
35	Other tangible electric capital.....		104							35
36	General expenditures for electric fixed capital:									36
37	Engineering and superintendence.....		3,633							37
38	Law expenditures during construction.....		1,086							38
39	Injuries during construction.....									39
40	Taxes during construction.....		28							40
41	Interest during construction.....		167							41
42	Miscellaneous construction expenditures.....		618							42
43	Totals classified by prescribed accounts.....	5,773	8,975	545	2,482	48,987	16,295	22,658	4,808	43
44	Not classified by prescribed accounts:									44
45	Undistributed book value.....									45
46	Other fixed capital not classified by pres. accts.....	22,127								46
47	Totals not classified by prescribed accounts.....	22,127								47
48	Total fixed capital, electric.....	5,773	8,975	545	2,482	48,987	12,596	48,250	109,184	48
49	Total fixed capital, other departments.....									49
50	Grand total fixed capital.....	5,773	8,975	545	2,482	48,987	12,596	48,250	109,184	50



TABLE 305 a: FUNDED DEBT, ELECTRICAL CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914

The figures given are for the actually outstanding debt (i. e. securities not held by or for the issuing corporation) of the corporation as a whole. Only those corporations are included which report funded debt outstanding at some time during the year.  
 The amount shown under "Par value authorized" is the amount already legally issued and outstanding in addition to the amount which the respondent claims may be issued without further approval by state or other public authority.  
 The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 49.

Corp. No.	Name of corporation and designation of securities	Interest provisions			Par value		Interest		
		Date of maturity	Rate	Dates payable	Authorized	Actually outstanding at close of year	Accrued during year	Paid during year	Matured and unpaid at close of year 1
E 1	Niagara Falls Power: First mortgage 40-year gold bonds.....	1932	5%	Jan & Jul	Dollars 10,000,000	Dollars 10,000,000	Dollars 500,000	Dollars 488,163	Dollars 2,241,863
E 2	Refunding and general mortgage 22-year bonds.....	1932	6	Apr & Oct	8,226,000	8,226,000	493,500	495,030	2,100
E 3	Catawact Power and Conduit: First mortgage 30-year gold coupon bonds.....	1927	5	Jan & Jul	2,000,000	1,384,000	69,200	69,625	234,750
E 4	Buffalo General Electric: First mortgage 40-year bonds.....	1939	5	Feb & Aug	2,375,000	2,375,000	118,750	117,543	22,197
E 5	First and refunding mortgage 30-year bonds.....	1939	5	Jan & Jul	1,113,000	1,113,000	55,650	55,025	28,450
E 6	Niagara, Lockport and Ontario Power: First mortgage 50-year gold bonds.....	1954	5	May & Nov	4,598,000	4,598,000	233,921	234,902	
E 7	Two-year gold notes.....	1916	6	Apr & Oct	800,000	800,000	12,000		
E 8	Schenectady Illuminating: Consolidated mortgage 30-year gold bonds Schenectady Ry. Co. ....	1953	4.5	May & Nov	44,000	44,000	4,853	4,523	
E 9	Cliff Electrical Distributing: General mortgage 30-year gold coupon bonds.....	1940	5	Jan & Jul	1,150,000	1,150,000	57,500	57,500	
E 10	Yonkers Electric Light and Power: First mortgage 30-year bonds.....	1922	6	Jan & Jul	200,000	200,000	12,000	12,000	
E 11	Nassau Light and Power: First mortgage 20-year bonds.....	1927	5	Apr & Oct	838,000	770,000	38,500	38,500	
E 12	Buffalo and Niagara Falls Electric Light and Power: First mortgage 40-year gold bonds.....	1942	5	Feb & Aug	500,000	500,000	25,000	25,000	
E 13	Binghamton Light, Heat and Power: First refunding 40-year sinking fund gold bonds.....	1942	5	Apr & Oct	460,000	460,000	23,089	23,089	1,375
E 14	Tonawanda Power: Tonawanda Lighting and Power Co. first mortgage 30-year coupon bonds.....	1927	6	Jan & Jul	150,000	150,000	9,000	9,000	24,530
E 15	Niagara and Erie Power: First mortgage 30-year gold bonds.....	1941	5	Jan & Jul	615,000	542,000	27,100	27,100	13,550
E 16	Schenectady Power: First mortgage 25-year serial gold bonds.....	1933	5	Feb & Aug	1,700,000	1,700,000	86,458	87,500	
E 17	Albaca Electric Light and Power: First mortgage 30-year bonds.....	1934	5	Apr & Oct	75,000		2,813	3,750	
E 18	Long Island Lighting: Real estate 25-year mortgage bonds.....	1936	5	Mar & Sep	475,000	394,500	18,575	18,000	
E 19	Genesee Light and Power: First mortgage 20-year bonds.....	1933	6	Jan & Jul	47,000	37,000	2,220	2,200	
E 20	First Creek Electric Light and Power: First mortgage 10-year bonds.....	1960	5	May & Nov	125,000	125,000	6,250	6,250	
E 21a	First and refunding mortgage 50-year gold bonds.....	1951	5	Jun & Dec	1,750,000	1,053,000	52,650	52,650	
E 21b	Old Erie Electric Light and Power (old): First mortgage 40-year bonds.....	1951	5	Jun & Dec	250,000		7,346	6,250	
E 22	Orlean Electric Light and Power (new): First mortgage 40-year bonds.....	1951	5	Jun & Dec	250,000	250,000	5,208	6,250	
E 23	Corland County Traction: Refunding and extension mortgage 30-year gold bonds.....	1935	5	Apr & Oct	117,000	80,200	686	500	
E 24	First and refunding mortgage 50-year bonds.....	1921	4	Apr & Oct	180,000	180,000	7,200	7,200	
E 25	Jamestown Lighting and Power: Real estate mortgage 30-year bonds.....	1935	5	Jun & Dec	320,000	320,000	16,000	16,000	
E 26	Sayre Electric: First mortgage 40-year sinking fund gold bonds.....	1932	5	Mar & Sep	105,000	105,000	5,250	5,250	
E 27	Waverly Electric Light and Power Co. first mortgage 20-year gold bonds.....	1947	5	Apr & Oct	66,000	66,000	3,300	3,300	
E 28	Five-year convertible gold notes.....	1916	6	Jun & Dec	237,000	237,000	11,413	11,413	
E 29	Fulton Light, Heat and Power: Real estate mortgage 30-year bonds.....	1932	5	Apr & Oct	40,000	40,000	2,000	2,000	
E 30	Paul Smith's Electric Light and Power and Railroad: First mortgage 30-year gold bonds.....	1936	5	May & Nov	5,000	5,000	825	825	
E 31	Mohawk Hydro-Electric: First mortgage 30-year gold bonds.....	1940	6	May & Nov	129,000	129,000	6,487	6,487	
E 32	Promissory notes.....	1931	5	May & Nov	400,000	400,000	20,000	20,000	
E 33	Orange and Rockland Electric: First and refunding mortgage 20-year bonds.....	1943	5	Jan & Jul	747,000	738,000	44,280	44,280	
E 34	Hannawa Falls Water Power: First and refunding collateral trust 30-year gold bonds.....	1931	5	May & Nov	263,500	127,500	6,272	6,213	
E 35					800,000	800,000	31,225	31,225	

[illegible]

<sup>1</sup> This column shows matured interest unpaid as reported by the corporation. It is evident in some cases that interest due July 1st has been included under this heading, while other cases it has not been included; and in still other cases the report does not show whether interest due July 1st has or has not been included.

<sup>2</sup> Covered by special deposit.  
<sup>3</sup> Lien upon property of Schenectady Railway Company as well as upon property of Schenectady Illuminating Company. At close of year all bonds except \$44,000 covered by special deposit with a trustee had been secured and covered and the lien discharged.

<sup>4</sup> Includes \$389 accrued interest paid by purchasers of bonds sold between interest dates.

<sup>6</sup> Pennsylvania corporation; securities not authorized by any public authority of State of New York.

<sup>7</sup> While these securities are one year notes in form, they are included in funded debt statement because they are temporarily substituted for a like par value of bonds, and it is the intention to fund them eventually with the proceeds of a new issue of bonds. These notes are payable only at the option of the company's board of directors, and is included in "Other funded debt."

<sup>8</sup> Connecticut corporation; securities not authorized by any public authority of State of New York.

<sup>9</sup> Includes \$75 accrued interest paid by purchasers of bonds sold between interest dates.



TABLE 305 b: FUNDED DEBT ISSUED OR ASSUMED, ELECTRICAL CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914

Only those corporations are included which report funded debt actually issued or assumed during the year. The date of authorization is the reported date of the final authorization necessary to the legal validity of the issue. The amount shown under "Par value authorized" is the amount of the particular authorization or authorizations under which the issue during the year has been made. The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 49.

Corp. No.	Name of corporation and designation of securities	Interest rate	Dates		By whom authorized	Par value				Average price realized per cent of par
			Authoriza- tion	Maturity		Authorized	Issued or assumed during year	Issued for cash	Issued for other consideration	
E 4	Niagara, Lockport and Ontario Power:	%				Dollars	Dollars	Dollars	Dollars	%
E 18	Two year gold notes	6	Sep 29, 1914	1916	P. S. C. 2nd Dist.	800,000	800,000	800,000		95
E 21b	Long Island Lighting:									
	Real estate 25-year mortgage bonds	5	1911, 1912, 1914	1936	P. S. C. 2nd Dist.	385,000	34,500	34,500		87.9
	Clean Electric Light and Power (new):									
	First mortgage 40-year bonds	5	1911-1913	1951	P. S. C. 2nd Dist.	250,000	250,000		1250,000	
	First mortgage 40-year bonds	5	Aug 5, 1914	1953	P. S. C. 2nd Dist.	117,000	80,200			80
E 24	Sayre Electric: 40-year sinking fund gold bonds	5		1947			35,000		35,000	
E 29	Orange and Rockland Electric:									
	First and refunding mortgage 20-year bonds	5	1911-1913	1931	P. S. C. 2nd Dist.	263,500	9,000	9,000		90
E 30	Hanawald Falls Water Power:									
	First refunding collateral trust 30-year gold bonds	5	1914	1943	P. S. C. 2nd Dist.	800,000			800,000	
E 34	Hanawald Electric:									
	First refunding sinking fund mortgage 30-year gold bonds	5	1913	1934	P. S. C. 2nd Dist.	225,000	109,000	83,000	26,000	85
E 40	Sodus Gas and Electric Light:									
	First mortgage 20-year bonds	5	Oet 9, 1912	1932	P. S. C. 2nd Dist.	26,000	7,000		67,000	
E 43	Livingston-Niagara Power:									
	First mortgage 20-year gold bonds	6	Aug 10, 1911	1932	P. S. C. 2nd Dist.	268,421	10,000	10,000		95
E 45	Standard Light, Heat and Power:									
	Second debenture 27-year bonds	6	Apr 17, 1914	1930	P. S. C. 2nd Dist.	2,500	2,500	2,500		100
E 47	Oswego River Power Transmission:									
	First mortgage 20-year gold bonds	5	1910-1913	1929	P. S. C. 2nd Dist.	77,000	9,000	9,000		85
E 52	Colliers Light, Heat and Power:									
	First mortgage 50-year bonds	5	Mar 1, 1913	1962	P. S. C. 2nd Dist.	135,000	13,000	13,000		80

<sup>1</sup> Bonds of the Olean Electric Light and Power Co. (old) assumed by respondent at date of merger; see Historical and Explanatory Statement.

<sup>2</sup> Pennsylvania corporation; securities not authorized by any public authority of State of New York.

<sup>3</sup> Issued to retire a like par value of gold notes.

<sup>4</sup> \$500,000 issued for refunding purposes; \$58,000 for outstanding obligations; \$53,000 for payment of receiver's certificates; \$138,000 for acquisition of stock of Northern Power Co.; \$51,000 for other accounts payable.

<sup>5</sup> Issued in exchange for a like par value of certificates of indebtedness.

<sup>6</sup> Issued to retire outstanding notes of like par value.

TABLE 306 a: CAPITAL STOCKS, ELECTRICAL CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914

The figures given are for the actually outstanding stocks (i. e. stocks not held by or for the issuing corporation) of the corporation as a whole. Stock not otherwise specifically described is common.

The amount shown under "Par value authorized" is the amount already legally issued and outstanding in addition to the amount which the respondent claims may be issued without further approval by state or other public authority.

The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 49.

Corp. No.	Name of corporation and class of stock	Par value		Par value actually outstanding at close of year	Dividends declared during year	
		Authorized	Actually issued		Rate	Amount
		Dollars	Dollars	Dollars	%	Dollars
E 1	Niagara Falls Power.....	5,757,700	5,757,700	5,757,700	8	460,616
E 2	Cataract Power and Conduit.....	2,000,000	2,000,000	2,000,000	.....	.....
E 3	Buffalo General Electric.....	3,724,000	3,724,000	3,724,000	5.5	204,820
E 4	Niagara, Lockport and Ontario Power.....	1,230,000	1,230,000	1,230,000	.....	.....
	First preferred.....	2,750,000	2,700,000	2,700,000	6	162,000
	Second preferred.....	2,000,000	2,000,000	2,000,000	.....	.....
E 5	Schenectady Illuminating.....	2,080,000	2,080,000	2,080,000	4	83,200
E 6	Cliff Electrical Distributing.....	1,650,000	325,000	325,000	6	19,500
E 7	St. Lawrence River Power.....	3,500,000	3,500,000	3,500,000	.....	.....
	Preferred non-cumulative.....	3,000,000	3,000,000	3,000,000	.....	.....
E 8	Yonkers Electric Light and Power.....	200,000	200,000	200,000	.....	.....
E 9	Nassau Light and Power.....	969,200	969,000	969,000	6	58,140
E 10	Buffalo and Niagara Falls Electric Light and Power.....	600,000	600,000	600,000	6	36,000
E 11	Binghamton Light, Heat and Power.....	500,000	500,000	500,000	13	65,000
	Preferred.....	150,000	150,000	150,000	6	9,000
E 12	Tonawanda Power.....	250,000	250,000	250,000	.....	.....
E 13	Niagara and Erie Power.....	120,000	120,000	120,000	8	9,550
E 14	Schenectady Power.....	500,000	500,000	500,000	8	40,000
E 15	Northern Power.....	316,000	316,000	316,000	.....	.....
E 16	Ithaca Electric Light and Power.....	200,000	200,000	200,000	17	34,000
	Preferred.....	100,000	100,000	100,000	7	7,000
E 17	Edison Electric Light and Power, Amsterdam.....	23,000	23,000	23,000	.....	.....
E 18	Long Island Lighting.....	300,000	300,000	300,000	4	11,220
E 19	Genesee Light and Power.....	50,000	50,000	50,000	11	5,500
	Preferred.....	100,000	100,000	100,000	11	11,000
E 20	East Creek Electric Light and Power.....	500,000	500,000	500,000	.....	.....
E 21a	Olean Electric Light and Power (old) <sup>2</sup> .....	85,000	85,000	.....	3	2,550
E 21b	Olean Electric Light and Power (new) <sup>3</sup> .....	159,300	159,300	159,300	.....	.....
	Preferred.....	75,000	75,000	75,000	.....	.....
E 22	Cortland County Traction.....	320,000	320,000	320,000	.....	.....
E 23	Jamestown Lighting and Power.....	100,000	100,000	100,000	.....	.....
E 24	Sayre Electric <sup>4</sup> .....	150,000	150,000	150,000	2½	3,500
	Preferred.....	100,000	100,000	100,000	6	6,000
E 25	Fulton Light, Heat and Power.....	150,000	150,000	150,000	9.5	14,250
	Preferred.....	90,910	90,910	90,910	6.5	4,879
	Installments paid in on subscriptions.....	.....	312	312	.....	.....
E 26	Paul Smith's Electric Light and Power and Railroad.....	200,000	200,000	200,000	.....	.....
E 27	Ogdensburg Power and Light.....	50,000	50,000	50,000	2	1,000
E 28	Mohawk Hydro-Electric.....	575,000	575,000	575,000	.....	.....
	Preferred.....	108,700	106,800	106,800	.....	.....
E 29	Orange and Rockland Electric.....	100,000	100,000	100,000	6	6,000
E 30	Hannawa Falls Water Power.....	300,000	300,000	300,000	.....	.....
E 31	Carthage Electric Light and Power <sup>5</sup> .....	75,000	75,000	.....	10	7,500
E 32	Patchogue Electric Light.....	140,000	140,000	140,000	8	9,594
E 33	Ontario Light and Traction.....	100,000	100,000	100,000	.....	.....
E 34	Hornell Electric.....	101,500	101,500	101,500	7	7,105
E 35	Huntington Light and Power.....	52,200	52,200	52,200	8	4,176
E 36	Despatch Heat, Light and Power.....	400,000	400,000	400,000	.....	.....
E 37	Suffolk Light, Heat and Power.....	40,000	40,000	40,000	5	2,000
E 38	Babylon Electric Light.....	75,000	75,000	75,000	6	4,500
E 39	Twin State Gas and Electric (Hoosick Falls Division) <sup>6</sup> .....	1,500,000	1,250,000	1,250,000	.....	.....
	Preferred.....	1,500,000	1,500,000	1,500,000	5	75,000
E 40	Sodus Gas and Electric Light.....	90,000	90,000	90,000	6	5,400
E 41	Consolidated Electric.....	150,000	75,000	75,000	12	9,000
E 42	LeRoy Hydraulic Electric Gas.....	85,000	100,000	85,000	7.5	37
E 43	Livingston-Niagara Power.....	85,000	43,000	43,000	.....	.....
E 44	Eastern Monroe Electric Light and Gas.....	250,000	250,000	250,000	.....	.....
E 45	Standard Light, Heat and Power.....	60,000	60,000	60,000	1	600
E 46	Seneca River Power.....	50,000	50,000	50,000	.....	.....
	Preferred.....	50,000	50,000	50,000	6	3,000
E 47	Oswego River Power Transmission.....	20,000	20,000	20,000	6	1,200
E 48	International Power and Transmission.....	150,000	150,000	150,000	4	5,984
E 49	Montgomery Electric Light and Power.....	100,000	70,000	70,000	6	4,200
E 50	Owego Light and Power.....	60,000	60,000	60,000	6	3,600
E 51	Glen Cove Light and Power.....	15,000	15,000	15,000	.....	.....
E 52	Colliers Light, Heat and Power.....	25,000	25,000	25,000	.....	.....
E 53	Wetmore Electric.....	40,000	40,000	40,000	30	12,000
E 54	Potsdam Electric Light and Power.....	22,000	22,000	22,000	.....	.....
E 55	Liberty Light and Power.....	25,000	25,000	25,000	15	3,750
E 56	Oswegatchie Light and Power.....	60,000	60,000	60,000	.....	.....
E 57	Walkill Valley Electric Light and Power.....	16,000	16,000	16,000	6	960
E 58	Hartwick Power.....	10,000	300,000	10,000	.....	.....
	Totals.....		39,021,722	38,546,722	.....	1,414,331

<sup>1</sup> Includes \$250,000 to convert at option of holders, par for par, general mortgage gold coupon bonds.

<sup>2</sup> Report covers period January 1 to July 31, 1914; see Historical and Explanatory Statement.

<sup>3</sup> Report covers period August 1 to December 31, 1914; see Historical and Explanatory Statement.

<sup>4</sup> Pennsylvania corporation; stock not authorized by any public authority of State of New York.

<sup>5</sup> Report covers period January 1 to November 30, 1914; see Historical and Explanatory Statement.

<sup>6</sup> Connecticut corporation; stock not authorized by any public authority of State of New York. The information here given evidently applies to the corporation as a whole and not merely to the Hoosick Falls Division.

<sup>7</sup> Dividends declared on only 7½ shares, majority holders waiving right to demand dividends on their holdings.



TABLE 306 b: CAPITAL STOCKS ISSUED, ELECTRICAL CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914

Only those corporations are included which report capital stock actually issued during the year.

Stock not otherwise specifically described is common.

The date of authorization is the reported date of the final authorization necessary to the legal validity of the issue. The amount shown under "Par value authorized" is the amount of the particular authorization or authorizations under which the issue during the year has been made.

The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 49.

Corp. No.	Name of corporation and class of stock	Date of authorization	By whom authorized	Par value				Average price realized per cent of par
				Authorized	Issued during year	Issued for cash	Issued for other consideration	
				<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
E 6	Cliff Electrical Distributing.....	Mar 31, 1914	P. S. C. 2nd Dist....	150,000	75,000	75,000	.....	100
E 13	Niagara and Erie Power.....	Aug 21, 1912	P. S. C. 2nd Dist....	20,000	2,800	2,800	.....	100
E 15	Northern Power.....	Jan 1, 1913	P. S. C. 2nd Dist....	316,000	<sup>1</sup> 216,000	158,000	<sup>2</sup> 58,000	100
E 18	Long Island Lighting.....	1911, 1914	P. S. C. 2nd Dist....	300,000	39,000	39,000	.....	100
E 21b	Olean Electric Light and Power (new).....	Oct 15, 1914	P. S. C. 2nd Dist....	159,300	159,300	34,300	<sup>3</sup> 125,000	100
	Preferred.....	Oct 15, 1914	P. S. C. 2nd Dist....	75,000	75,000	.....	<sup>3</sup> 75,000	.....
E 25	Fulton Light, Heat and Power Preferred.....	Aug 5, 1914	P. S. C. 2nd Dist....	36,000	25,910	25,910	.....	100
	Instalments paid in on subscriptions for stocks			.....	312	312	.....	100
E 32	Patchogue Electric Light.....	Nov 26, 1913	P. S. C. 2nd Dist....	40,000	40,000	40,000	.....	100

<sup>1</sup> "Although the report of December 31, 1913, showed \$158,400 in outstanding stocks yet there were but 1000 shares actually issued up to that time; the balance (2160 shares) were not issued until 1914."

<sup>2</sup> Issued "To cover services in connection with original construction, general superintendence, and direction of construction work".

<sup>3</sup> Issued in exchange for property, franchises, etc., of the Olean Electric Light and Power Co. (old).

TABLE 309: OPERATING REVENUES, ELECTRICAL CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914

"Net revenue" is the net amount charged to the consumer, i. e. gross price less any discounts or allowances.  
The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 49.

Line No.	Name of account	Niagara Falls Power E 1			Cataract Power & Conduit E 2			Buffalo General Electric E 3			Niagara, Lockport, & Ontario Power E 4			Line No.
		Number of units sold	Av. net rev. per kw.h.	Net revenue	Number of units sold	Av. net rev. per kw.h.	Net revenue	Number of units sold	Av. net rev. per kw.h.	Net revenue	Number of units sold	Av. net rev. per kw.h.	Net revenue	
1	Municipal street lighting, arc	Kw.h.	Cents	Dollars	Kw.h.	Cents	Dollars	Kw.h.	Cents	Dollars	Kw.h.	Cents	Dollars	1
2	Municipal street lighting, incandescent	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
3	Lighting municipal buildings, electric	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
4	Municipal heat and power, electric	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
5	Miscellaneous electric revenues, municipal	203	.31	1	8,363,030	.45	38,013	.....	.....	.....	.....	.....	.....	5
6	Commercial flat rate lighting	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
7	Commercial flat rate power	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
8	Commercial metered lighting	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
9	Commercial metered power	549,441,517	.25	1,372,341	91,278,348	.95	864,808	23,012,044	4.20	967,600	21,317	2.69	574	9
10	Railroad corporations	6,980,194	.53	36,955	82,348,898	.55	450,520	7,532,701	3.15	237,011	25,442,668	4.49	125,562	10
11	Other electrical corporations	40,300,412	.48	192,616	54,601,607	.71	386,902	101,592	4.00	4,064	105,267,248	.62	653,000	11
12	Breakdown service	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
13	Miscellaneous sales of current	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
14	Total from sales of current	596,722,326	.27	1,601,912	237,027,514	.75	1,709,146	39,421,480	3.78	1,489,789	244,651,276	.57	1,403,574	14
15	Rent of electric meters	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
16	Rent of electric appliances	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
17	Electric merchandise and jobbing revenues	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17
18	Sales of byproducts	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18
19	Joint electric rent revenue	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19
20	Other miscellaneous electric revenues	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
21	Total miscellaneous electric revenues	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
22	Total electric revenues	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
		.....	.....	1,780,732	.....	.....	1,770,323	.....	.....	1,530,886	.....	.....	1,403,926	

Line No.	Name of account	Schenectady Illuminating E 5			Cliff Electrical Distributing E 6			St. Lawrence River Power E 7			Yonkers Electric Light & Power E 8			Line No.
		Number of units sold	Av. net rev. per kw.h.	Net revenue	Number of units sold	Av. net rev. per kw.h.	Net revenue	Number of units sold	Av. net rev. per kw.h.	Net revenue	Number of units sold	Av. net rev. per kw.h.	Net revenue	
1	Municipal street lighting, arc	Kw.h.	Cents	Dollars	Kw.h.	Cents	Dollars	Kw.h.	Cents	Dollars	Kw.h.	Cents	Dollars	1
2	Municipal street lighting, incandescent	1,527,187	4.02	61,377	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
3	Lighting municipal buildings, electric	83,991	5.58	4,684	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
4	Municipal heat and power, electric	166,086	4.99	8,286	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
5	Miscellaneous electric revenues, municipal	6,752,122	.50	33,644	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
6	Commercial flat rate lighting	51,945	7.29	3,788	5,240,895	.16	8,558	.....	.....	.....	.....	.....	.....	6
7	Commercial flat rate power	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
8	Commercial metered lighting	5,859,401	7.55	442,662	226,575,278	.20	445,000	.....	.....	.....	.....	.....	.....	8
9	Commercial metered power	4,000,045	2.04	81,461	36,884,348	.43	157,752	218,840,972	.23	503,334	2,317,754	10.82	250,880	9
10	Railroad corporations	.....	.....	.....	113,900	.45	518	.....	.....	.....	.....	.....	.....	10
11	Other electrical corporations	.....	.....	.....	6,019,193	.32	19,470	4,628,556	.17	7,662	.....	5.38	105	11
12	Breakdown service	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
13	Miscellaneous sales of current	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
14	Total from sales of current	18,440,777	3.45	635,903	274,833,614	.23	631,298	223,469,528	.23	510,996	8,640,542	4.94	426,862	14
15	Rent of electric meters	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
16	Rent of electric appliances	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
17	Electric merchandise and jobbing revenues	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17
18	Sales of byproducts	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18
19	Joint electric rent revenue	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19
20	Other miscellaneous electric revenues	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
21	Total miscellaneous electric revenues	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
2	Total electric revenues	.....	.....	.....	.....	.....	631,529	.....	.....	514,319	.....	.....	427,180	22
		.....	.....	642,034	.....	.....	.....	.....	.....	.....	.....	.....	.....	

Estimated.

"Commercial metered power" includes high tension sales of 4,137,725 kw.h. for \$58,374.



TABLE 309: OPERATING REVENUES, ELECTRICAL CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (continued)

"Net revenue" is the net amount charged to the consumer, i. e. gross price less any discounts or allowances.  
 The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 43.

Line No.	Name of account	Nassau Light & Power E 9			Buffalo & Niagara Falls Electric Light & Power E 10			Binghamton Light, Heat & Power E 11			Tonawanda Power E 12		
		Number of units sold	Av. net rev. per k.w.h.	Net revenue	Number of units sold	Av. net rev. per k.w.h.	Net revenue	Number of units sold	Av. net rev. per k.w.h.	Net revenue	Number of units sold	Av. net rev. per k.w.h.	Net revenue
1	Municipal street lighting, arc.	648,399	9.64	62,531	1,129,020	2.94	33,236	838,830	5.82	22,154	8,148	3.03	24,684
2	Municipal street lighting, incandescent.	15,754	11.76	1,852	40,323	2.30	9,342	43,707	5.61	36,032	32,160	4.4	14,231
3	Municipal heat and power, electric.						805	3,671	5.65	2,452	64,066	3.99	2,539
4	Miscellaneous electric revenues, municipal.												
5	Commercial flat rate lighting.			582	14,452,527	1.59	113,563				65,790	2.36	1,551
6	Commercial flat rate power.						23,951				5,413	7.12	381
7	Commercial metered lighting.			272,397			88,840	2,342,632	5.68	132,945	1,535	4.56	6,388
8	Commercial metered power.	2,174,974	12.52	272,397				2,719,392	2.45	60,563	697,705	6.65	46,379
9	Commercial metered power.	1,765,264	3.72	65,620	282,606	2.59	7,331				9,597,007	1.03	99,752
10	Railroad corporations.										14,189,226	.38	54,618
11	Other electrical corporations.												
12	Breakdown service.			353									
13	Miscellaneous sales of current.												
14	Total from sales of current.	3,460,431	8.76	403,335	415,905,076	1.70	271,033	5,948,222	4.22	251,006	25,464,050	.91	231,242
15	Rent of electric meters.												
16	Rent of electric appliances.												
17	Electric heat and power, electric.			4,450									
18	Sales of byproducts.						3,609			637			259
19	Joint electric rent revenue.												
20	Other miscellaneous electric revenues.												
21	Total miscellaneous electric revenues.			4,450			3,609			999			1,968
22	Total electric revenues.			407,794			274,641			252,005			233,209

Line No.	Name of account	Niagara & Erie Power E 13			Schenectady Power E 14			Northern Power E 15			Ithaca Electric Light & Power E 16		
		Number of units sold	Av. net rev. per k.w.h.	Net revenue	Number of units sold	Av. net rev. per k.w.h.	Net revenue	Number of units sold	Av. net rev. per k.w.h.	Net revenue	Number of units sold	Av. net rev. per k.w.h.	Net revenue
1	Municipal street lighting, arc.												
2	Municipal street lighting, incandescent.												
3	Lighting municipal buildings, electric.	5,337	6.35	339							314,323	5.04	10,214
4	Municipal heat and power, electric.	1,285	8.56	110									5,629
5	Miscellaneous electric revenues, municipal.	2,496	6.01	150									
6	Commercial flat rate lighting.	2,137	5.45	116									
7	Commercial flat rate power.										11,647	8.00	932
8	Commercial metered lighting.	90,811	7.78	7,062									
9	Commercial metered power.	16,018,251	.59	94,915	27,463,787	.55	150,903				1,276,602	7.87	100,498
10	Railroad corporations.	4,746,428	.83	39,252							277,822	4.18	11,612
11	Other electrical corporations.	4,790,553	.95	45,569	739,259	.94	6,940	3,883,971	.66	25,824			
12	Breakdown service.												
13	Miscellaneous sales of current.												
14	Total from sales of current.	25,657,298	.73	187,513	28,203,046	.56	157,843				1,880,394	6.85	128,885
15	Rent of electric meters.												
16	Rent of electric appliances.												
17	Electric heat and power, electric.			1,691									16
18	Sales of byproducts.												527
19	Joint electric rent revenue.												
20	Other miscellaneous electric revenues.												
21	Total miscellaneous electric revenues.			1,691									543
22	Total electric revenues.			189,204			157,843			156,814			129,427

<sup>1</sup> Estimated.

<sup>2</sup> Estimated; includes distribution line losses.

<sup>3</sup> The current supplied for "Commercial flat rate lighting" and for "Miscellaneous sales of current" is not reported, and is excluded from the total sales of current.

TABLE 309: OPERATING REVENUES, ELECTRICAL CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (continued)

"Net revenue" is the net amount charged to the consumer, i. e. gross price less any discounts or allowances.  
The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 49.

Line No.	Name of account	Edison Electric Light & Power, Amsterdam E 17			Long Island Lighting E 18			Genesee Light & Power E 19			East Creek Electric Light & Power E 20		
		Number of units sold	Av. net rev. per kw.h.	Net revenue	Number of units sold	Av. net rev. per kw.h.	Net revenue	Number of units sold	Av. net rev. per kw.h.	Net revenue	Number of units sold	Av. net rev. per kw.h.	Net revenue
1	Municipal street lighting, arc.....	644,602	2.76	17,790	156,750	9.36	14,678	3,345	21.29	712	19,455	3.39	660
2	Municipal street lighting, incandescent.....	35,530	5.67	2,013	231	15.04	35	.....	.....	.....	36,763	5.81	2,135
3	Lighting municipal buildings, electric.....	4,832	4.61	223	.....	.....	.....	.....	.....	.....	860	8.51	73
4	Municipal heat and power, electric.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	73	82.19	60
5	Miscellaneous electric revenues, municipal.....	1,368	7.31	100	6,596	8.08	533	64,600	3.60	2,323	.....	6.35	597
6	Commercial flat rate lighting.....	.....	.....	.....	475,871	13.85	65,889	510,959	6.32	32,298	16,107	2.35	378
7	Commercial metered lighting.....	1,343,670	3.76	50,529	235,058	3.37	12,513	5,905,067	1.31	76,336	181,811	6.48	11,784
8	Commercial metered power.....	4,217,066	1.23	51,720	64,469	3.00	1,934	121,880	1.37	1,672	453,864	1.42	6,437
9	Railroad corporations.....	.....	.....	.....	739,345	3.00	22,180	.....	.....	.....	9,823,000	1.52	50,866
10	Other electrical corporations.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,537,290	1.10	38,959
11	Breakdown service.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12	Miscellaneous sales of current.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	Total from sales of current.....	6,247,068	1.96	122,375	1,678,311	7.02	117,762	6,505,851	1.74	113,341	14,078,620	.80	111,949
14	Rent of electric meters.....	.....	.....	44	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	Rent of electric appliances.....	.....	.....	1,302	.....	.....	3,008	.....	.....	.....	.....	.....	205
16	Electric merchandise and jobbing revenues.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	403
17	Sales of byproducts.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18	Joint electric rent revenue.....	.....	.....	.....	.....	.....	34	.....	.....	.....	.....	.....	.....
19	Other miscellaneous electric revenues.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	69
20	Total miscellaneous electric revenues.....	.....	.....	1,346	.....	.....	3,041	.....	.....	921	.....	.....	677
21	Total electric revenues.....	.....	.....	123,721	.....	.....	120,803	.....	.....	114,262	.....	.....	112,626
22	Total electric revenues.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Line No.	Name of account	Olean Electric Light & Power (old) E 21a			Olean Electric Light & Power (new) E 21b			Cortland County Traction E 22			Jamestown Lighting & Power E 23		
		Number of units sold	Av. net rev. per kw.h.	Net revenue	Number of units sold	Av. net rev. per kw.h.	Net revenue	Number of units sold	Av. net rev. per kw.h.	Net revenue	Number of units sold	Av. net rev. per kw.h.	Net revenue
1	Municipal street lighting, arc.....	169,900	4.68	4,240	185,100	3.60	3,220	327,279	4.75	15,538	.....	.....	.....
2	Municipal street lighting, incandescent.....	4,566	3.99	3,704	.....	.....	3,446	.....	.....	1,030	4,936	9.97	492
3	Lighting municipal buildings, electric.....	34,960	.29	182	396,000	.89	3,538	.....	.....	1,267	250	9.13	21
4	Municipal heat and power, electric.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	Miscellaneous electric revenues, municipal.....	12,146	12.06	1,464	19,700	7.69	1,515	1,725,601	4.12	.....	136,437	3.00	4,093
6	Commercial flat rate lighting.....	.....	.....	.....	4,370	3.32	1,445	.....	.....	.....	1,364,480	3.00	4,093
7	Commercial metered lighting.....	390,865	5.03	19,756	462,000	4.39	20,302	.....	.....	50,843	1,203,784	3.00	61,243
8	Commercial metered power.....	450,915	2.35	10,120	613,000	1.91	11,711	.....	.....	17,193	394,188	3.82	14,756
9	Railroad corporations.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21,192	4.38	9,406
10	Other electrical corporations.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	114,600	2.50	2,865
11	Breakdown service.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12	Miscellaneous sales of current.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20,685	3.00	621
13	Total from sales of current.....	1,043,352	3.79	39,566	1,680,770	2.61	43,878	2,052,880	4.22	86,642	1,905,342	4.49	85,523
14	Rent of electric meters.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	Rent of electric appliances.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16	Electric merchandise and jobbing revenues.....	.....	.....	5,308	.....	.....	1,173	.....	.....	.....	.....	.....	81
17	Sales of byproducts.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18	Joint electric rent revenue.....	.....	.....	204	.....	.....	50	.....	.....	.....	.....	.....	.....
19	Other miscellaneous electric revenues.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20	Total miscellaneous electric revenues.....	.....	.....	5,512	.....	.....	1,222	.....	.....	1,574	.....	.....	81
21	Total electric revenues.....	.....	.....	45,078	.....	.....	45,100	.....	.....	SS,216	.....	.....	85,601
22	Total electric revenues.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

1 Estimated.

2 Report covers period January 1 to July 31, 1914; see Historical and Explanatory Statement.

3 Report covers period August 1 to December 31, 1914; see Historical and Explanatory Statement.



TABLE 309: OPERATING REVENUES, ELECTRICAL CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (continued)

"Net revenue" is the net amount charged to the consumer, i. e. gross price less any discounts or allowances.  
The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 49.

Line No.	Name of account	Sayre Electric E 24			Fulton Light, Heat & Power E 25			Paul Smith's Electric Light & Power & Railroad E 26			Ogdensburg Power & Light E 27			Line No.
		Number of units sold	Av. net rev. per kw.h.	Net revenue	Number of units sold	Av. net rev. per kw.h.	Net revenue	Number of units sold	Av. net rev. per kw.h.	Net revenue	Number of units sold	Av. net rev. per kw.h.	Net revenue	
		<i>Kw.h.</i>	<i>Cents</i>	<i>Dollars</i>										
1	Municipal street lighting, arc	142,000	8.85	12,562	<i>Kw.h.</i>	<i>Cents</i>	<i>Dollars</i>	<i>Kw.h.</i>	<i>Cents</i>	<i>Dollars</i>	<i>Kw.h.</i>	<i>Cents</i>	<i>Dollars</i>	1
2	Municipal street lighting, incandescent		244,760	2.98	7,282	42,977	6.49	1,500	266,547	3.92	10,439	2		
3	Lighting municipal buildings, electric		122,375	3.18	3,891	71,616	6.69	4,796	7,930	7.50	595	3		
4	Municipal heat and power, electric		5,852	6.30	369	13,607	3.16	430	45,538	2.50	1,137	4		
5	Miscellaneous electric revenues, municipal											5		
6	Commercial flat rate lighting											6		
7	Commercial flat rate power		36,940	5.37	1,984	70,524	7.22	5,092	84,519	1.64	1,388	7		
8	Commercial metered lighting					3,022,300	9.49	14,886				8		
9	Commercial metered power		485,114	8.51	41,254	481,169	9.46	45,526	574,021	6.61	37,956	9		
10	Railroad corporations		501,167	2.35	11,765	1,476,132	1.46	21,812	989,326	2.07	20,508	10		
11	Other electrical corporations		1,234,735	1.39	17,142				3,884	6.49	252	11		
12	Breakdown service											12		
13	Miscellaneous sales of current											13		
14	Total from sales of current	2,363,016	3.50	82,753	2,398,358	3.26	78,122	3,829,570	2.06	78,789	1,972,365	3.66	72,274	14
15	Rent of electric motors													15
16	Rent of electric appliances													16
17	Electric merchandise and jobbing revenues			481			1,200			6				17
18	Sales of byproducts									255				18
19	Joint electric rent revenue												251	19
20	Other miscellaneous electric revenues									177				20
21	Total miscellaneous electric revenues			481			1,200			438				21
22	Total electric revenues			83,235			79,322			79,228			72,525	22

Line No.	Name of account	Mohawk Hydro-Electric E 28			Orange & Rockland Electric E 29			Hannawa Falls Water Power E 30			Carthage Electric Light & Power E 31			Line No.	
		Number of units sold	Av. net rev. per kw.h.	Net revenue	Number of units sold	Av. net rev. per kw.h.	Net revenue	Number of units sold	Av. net rev. per kw.h.	Net revenue	Number of units sold	Av. net rev. per kw.h.	Net revenue		
1	Municipal street lighting, arc.....	34,800	6.05	220	1,135,815	5.88	7,982	74,975	4.76	3,570	40,705	5.89	2,398	1	
2	Municipal street lighting, incandescent.....													2	
3	Lighting municipal buildings, electric.....													3	
4	Municipal heat and power, electric.....													4	
5	Miscellaneous electric revenues, municipal.....													5	
6	Commercial flat rate lighting.....													6	
7	Commercial flat rate power.....													7	
8	Commercial metered lighting.....													8	
9	Commercial metered power.....													9	
10	Railroad corporations.....													10	
11	Other electrical corporations.....													11	
12	Breakdown service.....													12	
13	Miscellaneous sales of current.....													13	
14	Total from sales of current.....	6,111,963	1.09	66,755	1,105,852	5.78	63,969	719,852,010	.29	58,319	3,165,687	1.57	49,913	14	
15	Rent of electric meters.....													15	
16	Rent of electric appliances.....													16	
17	Electric merchandise and jobbing revenues.....						606						351	17	
18	Sales of byproducts.....													18	
19	Joint electric rent revenue.....													19	
20	Other miscellaneous electric revenues.....													20	
21	Total miscellaneous electric revenues.....						606							376	21
22	Total electric revenues.....			66,755			64,575			58,319				50,288	22

<sup>1</sup> Estimated.

<sup>2</sup> Report covers period January 1 to November 30, 1914; see Historical and Explanatory Statement.

<sup>3</sup> The current supplied for "Commercial flat rate power" is not reported, and is excluded from total sales of current.

TABLE 309: OPERATING REVENUES, ELECTRICAL CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (continued)

"Net revenue" is the net amount charged to the consumer, i. e., gross price less any discounts or allowances. The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 49.

Line No.	Name of account	Patchogue Electric Light E 32			Ontario Light & Traction E 33			Hornell Electric E 34			Huntington Light & Power E 35		
		Number of units sold	Av. net rev. per kw. h.	Net revenue	Number of units sold	Av. net rev. per kw. h.	Net revenue	Number of units sold	Av. net rev. per kw. h.	Net revenue	Number of units sold	Av. net rev. per kw. h.	Net revenue
1	Municipal street lighting, arc.....	190,000	6.01	11,421	208,822	4.05	8,449	.....	.....	.....	54,800	9.22	5,050
2	Municipal street lighting, incandescent.....	.....	.....	.....	31,013	7.03	2,181	.....	.....	.....	.....	.....	.....
3	Lighting municipal buildings, electric.....	.....	.....	.....	20,416	6.48	1,323	.....	.....	.....	.....	.....	.....
4	Municipal heat and power, electric.....	.....	.....	.....	7,955	6.41	510	.....	.....	.....	.....	.....	.....
5	Miscellaneous electric revenues, municipal.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	Commercial flat rate lighting.....	.....	.....	.....	1,811	11.04	200	.....	.....	.....	.....	.....	.....
7	Commercial flat rate power.....	.....	.....	.....	395,108	7.56	29,880	.....	.....	.....	.....	.....	.....
8	Commercial metered lighting.....	270,722	14.03	37,976	499,639	2.32	11,605	265,611	8.38	22,247	447,441	10.60	47,681
9	Commercial metered power.....	19,930	9.56	1,905	6,389	.90	57	211,079	4.12	8,692	.....	.....	.....
10	Railroad corporations.....	122,786	2.14	2,629	.....	.....	.....	492,800	1.38	6,820	.....	.....	.....
11	Other electrical corporations.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12	Breakdown service.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	Miscellaneous sales of current.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	Total from sales of current.....	603,438	8.94	53,932	1,171,153	4.63	54,205	.....	.....	.....	950,805	10.47	52,959
15	Rent of electric meters.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16	Rent of electric appliances.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17	Electric merchandise and jobbing revenues.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18	Sales of byproducts.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19	Joint electric rent revenue.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20	Other miscellaneous electric revenues.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21	Total miscellaneous electric revenues.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22	Total electric revenues.....	.....	.....	54,113	.....	.....	53,981	.....	.....	.....	.....	.....	53,085

Line No.	Name of account	Despatch Heat, Light & Power E 36			Suffolk Light, Heat & Power E 37			Babylon Electric Light E 38			Twin State Gas & Electric (Hoosick Falls Division) E 39		
		Number of units sold	Av. net rev. per kw. h.	Net revenue	Number of units sold	Av. net rev. per kw. h.	Net revenue	Number of units sold	Av. net rev. per kw. h.	Net revenue	Number of units sold	Av. net rev. per kw. h.	Net revenue
1	Municipal street lighting, arc.....	97,716	6.20	6,059	5,595	8.57	480	.....	.....	.....	.....	.....	.....
2	Municipal street lighting, incandescent.....	7,101	9.19	653	74,032	9.31	6,896	58,316	8.33	4,860	133,687	4.74	2,915
3	Lighting municipal buildings, electric.....	4,148	6.11	253	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	Municipal heat and power, electric.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	Miscellaneous electric revenues, municipal.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	Commercial flat rate lighting.....	3,483	9.27	323	.....	.....	.....	20,343	8.33	1,695	.....	.....	.....
7	Commercial flat rate power.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	Commercial metered lighting.....	218,935	9.63	21,089	237,281	15.91	37,751	242,515	12.79	31,024	.....	.....	.....
9	Commercial metered power.....	877,428	2.56	22,445	54,501	6.86	3,701	35,013	3.39	2,556	288,224	8.00	23,045
10	Railroad corporations.....	.....	.....	.....	.....	.....	.....	132,300	3.44	4,586	360,739	2.66	9,591
11	Other electrical corporations.....	.....	.....	.....	.....	.....	.....	52,490	3.00	975	.....	.....	.....
12	Breakdown service.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	Miscellaneous sales of current.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	Total from sales of current.....	1,208,831	4.20	50,823	937,709	13.22	49,142	520,977	8.77	45,689	787,373	4.98	39,238
15	Rent of electric meters.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16	Rent of electric appliances.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17	Electric merchandise and jobbing revenues.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18	Sales of byproducts.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19	Joint electric rent revenue.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20	Other miscellaneous electric revenues.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21	Total miscellaneous electric revenues.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22	Total electric revenues.....	.....	.....	51,864	.....	.....	50,876	.....	.....	.....	.....	.....	40,741

<sup>a</sup> The current supplied for "Commercial flat rate lighting" is not reported, and is excluded from total sales of current.



TABLE 309: OPERATING REVENUES, ELECTRICAL CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (continued)

"Net revenue" is the net amount charged to the consumer, i. e. gross price less any discounts or allowances. The corporations are named in the order of their average revenues during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 49.

Line No.	Name of account	Sodus Gas & Electric Light E 40			Consolidated Electric E 41			LeRoy Hydraulic Electric Gas E 42			Livingston-Niagara Power E 43			Line No.
		Number of units sold	Av. net rev. per kw.h.	Net revenue	Number of units sold	Av. net rev. per kw.h.	Net revenue	Number of units sold	Av. net rev. per kw.h.	Net revenue	Number of units sold	Av. net rev. per kw.h.	Net revenue	
1	Municipal street lighting, arc													1
2	Municipal street lighting, incandescent													2
3	Lighting municipal buildings, electric	49,780	12.22	6,083			4,580	48,669	7.58	3,691				3
4	Municipal heat and power, electric						2,144	1,581	7.59	120				4
5	Miscellaneous electric revenues, municipal						108							5
6	Commercial flat rate lighting													6
7	Commercial flat rate power							7,805	7.00	546				7
8	Commercial metered lighting	225,999	9.57	21,627			6,528	170,880	7.32	12,506				8
9	Commercial metered power	131,656	5.88	7,745	249,332	8.30	20,699	1,303,606	1.53	20,007	145,429	3.11	4,520	9
10	Railroad corporations						1,188				916,001	2.17	19,892	10
11	Other electrical corporations	81,109	3.41	2,765							433,927	2.37	3,638	11
12	Breakdown service													12
13	Miscellaneous sales of current						1,138							13
14	Total from sales of current	488,544	7.82	38,219			39,130	1,532,541	2.41	36,869	1,648,779	2.34	38,584	14
15	Rent of electric meters													15
16	Rent of electric appliances													16
17	Electric merchandise and jobbing revenues													17
18	Sales of byproducts													18
19	Joint electric rent revenue													19
20	Other miscellaneous electric revenues						109			550				20
21	Total miscellaneous electric revenues			1,311			113			1,908				21
22	Total electric revenues			39,530			39,243			38,837				22

Line No.	Name of account	Eastern Monroe Electric Light & Gas E 44			Standard Light, Heat & Power E 45			Seneca River Power E 46			Oswego River Power Transmission E 47			Line No.
		Number of units sold	Av. net rev. per kw.h.	Net revenue	Number of units sold	Av. net rev. per kw.h.	Net revenue	Number of units sold	Av. net rev. per kw.h.	Net revenue	Number of units sold	Av. net rev. per kw.h.	Net revenue	
1	Municipal street lighting, arc													1
2	Municipal street lighting, incandescent													2
3	Lighting municipal buildings, electric	31,145	6.90	2,151			5,057	177,624	2.74	4,873				3
4	Municipal heat and power, electric	260	10.38	2,700			352	30,680	5.10	1,565	14,000	1.09	435	4
5	Miscellaneous electric revenues, municipal													5
6	Commercial flat rate lighting													6
7	Commercial flat rate power	10,370	3.49	362			964	10,625	5.00	531	11,000	6.64	66	7
8	Commercial metered lighting	322,698	5.63	18,164			19,909	242,400	7.78	1,894				8
9	Commercial metered power	620,491	2.67	16,569	10,510,317	2.58	9,056	131,800	9.79	12,906	15,508	1.20	1,861	9
10	Railroad corporations							481,766	2.58	12,453	1,302,270	1.50	19,528	10
11	Other electrical corporations													11
12	Breakdown service													12
13	Miscellaneous sales of current													13
14	Total from sales of current	984,964	3.78	37,272			35,338	1,075,030	3.18	34,222	2,076,338	1.64	34,009	14
15	Rent of electric meters													15
16	Rent of electric appliances													16
17	Electric merchandise and jobbing revenues													17
18	Sales of byproducts													18
19	Joint electric rent revenue													19
20	Other miscellaneous electric revenues													20
21	Total miscellaneous electric revenues			169										21
22	Total electric revenues			37,441			35,338			34,222			34,177	22

<sup>10</sup> The current supplied for "Municipal street lighting, incandescent," is included with current supplied for commercial metered lighting and power.

<sup>11</sup> Estimated.

TABLE 309: OPERATING REVENUES, ELECTRICAL CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (concluded)

"Net revenue" is the net amount charged to the consumer, i. e. gross price less any discounts or allowances.  
The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 49.

Line No.	Name of account	International Power & Transmission E 48			Montgomery Electric Light & Power E 49			Owego Light & Power E 50			Glen Cove Light & Power E 51			Colliers Light, Heat & Power E 52			Line No.
		Number of units sold	Av. net rev. per kw.h.	Net revenue	Number of units sold	Av. net rev. per kw.h.	Net revenue	Number of units sold	Av. net rev. per kw.h.	Net revenue	Number of units sold	Av. net rev. per kw.h.	Net revenue	Number of units sold	Av. net rev. per kw.h.	Net revenue	
		Kw.h.	Cents	Dollars	Kw.h.	Cents	Dollars	Kw.h.	Cents	Dollars	Kw.h.	Cents	Dollars	Kw.h.	Cents	Dollars	
1	Municipal street lighting, arc.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
2	Municipal street lighting, incandescent.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
3	Lighting municipal buildings, electric.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
4	Municipal heat and power, electric.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
5	Miscellaneous electric revenues, municipal.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
6	Commercial flat rate lighting.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
7	Commercial metered lighting.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
8	Commercial metered power.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
9	Railroad corporations.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	Other electrical corporations.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
11	Breakdown service.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
12	Miscellaneous sales of current.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
13	Total from sales of current.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
14	Rent of electric meters.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
15	Rent of electric appliances.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
16	Electric merchandise and jobbing revenues.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
17	Sales of byproducts.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17
18	Joint electric rent revenue.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18
19	Other miscellaneous electric revenues.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19
20	Total miscellaneous electric revenues.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
21	Total electric revenues.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
22	Total electric revenues.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22

Line No.	Name of account	Wetmore Electric E 53			Potsdam Electric Light & Power E 54			Liberty Light & Power E 55			Oswegatchie Light & Power E 56			Walkill Valley Electric Light & Power E 57			Hartwick Power E 58			Line No.
		Number of units sold	Av. net rev. per kw.h.	Net revenue	Number of units sold	Av. net rev. per kw.h.	Net revenue	Number of units sold	Av. net rev. per kw.h.	Net revenue	Number of units sold	Av. net rev. per kw.h.	Net revenue	Number of units sold	Av. net rev. per kw.h.	Net revenue	Number of units sold	Av. net rev. per kw.h.	Net revenue	
		Kw.h.	Cents	Dollars	Kw.h.	Cents	Dollars	Kw.h.	Cents	Dollars	Kw.h.	Cents	Dollars	Kw.h.	Cents	Dollars	Kw.h.	Cents	Dollars	
1	Municipal street lighting, arc.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
2	Municipal street lighting, incandescent.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
3	Lighting municipal buildings, electric.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
4	Municipal heat and power, electric.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
5	Miscellaneous electric revenues, municipal.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
6	Commercial flat rate lighting.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
7	Commercial metered lighting.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
8	Commercial metered power.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
9	Railroad corporations.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	Other electrical corporations.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
11	Breakdown service.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
12	Miscellaneous sales of current.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
13	Total from sales of current.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
14	Rent of electric meters.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
15	Rent of electric appliances.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
16	Electric merchandise and jobbing revenues.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
17	Sales of byproducts.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17
18	Joint electric rent revenue.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18
19	Other miscellaneous electric revenues.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19
20	Total miscellaneous electric revenues.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
21	Total electric revenues.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
22	Total electric revenues.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22

<sup>11</sup> So reported, though not the sum of items given.

<sup>12</sup> Details not reported.



TABLE 310: OPERATING EXPENSES, ELECTRICAL CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914

The averages are based on the number of kilowatt hours sold except where otherwise noted. Figures in *italics* denote credits. The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 49.

Line No.	Name of account	Niagara Falls Power E 1		Cataract Power & Conduit E 2		Buffalo General Electric E 3		Niagara, Lockport & Ontario Power E 4		Schenectady Illuminating E 5		Cliff Electrical Distributing E 6		St. Lawrence River Power E 7	
		Amount	Per kw. hour	Amount	Per kw. hour	Amount	Per kw. hour	Amount	Per kw. hour	Amount	Per kw. hour	Amount	Per kw. hour	Amount	Per kw. hour
1	Station superintendence and labor.....	91,467	2.018												
2	Fuel for power.....	17,213	2.003												
3	Other station supplies and expenses.....	13,292	2.003												
4	Repairs power plant buildings.....	12,798	2.003												
5	Repairs steam equipment.....														
6	Repairs hydraulic power plant.....														
7	Repairs gas power equipment.....	7,457	2.001												
8	Repairs power plant electric equipment.....	5,480	2.001												
9	Miscellaneous station repairs.....														
10	Power gas from other sources.....														
11	Electric energy from other sources.....														
12	Steam transferred to district heating, Cr.....														
13															
14	Total production expenses.....	147,706	.025	492,589	.390	407,236	1.033	615,274	.251	169,776	.921	439,900	.160	89,078	.040
15	Transmission subway rent.....			1,469	.001										
16	Transmission repairs.....	17,841	.003	6,507	.003										
17	Sub-station labor, supplies, and expenses.....	6,656	.001	38,446	.016	32,613	.083	20,539	.008	559	.003	420	.000		
18	Repairs sub-station buildings.....	732	.000	913	.000	1,284	.003	459	.000			3,796	.001		
19	Repairs sub-station equipment.....	2,125	.000	7,893	.003	3,628	.009	1,577	.001	7	.000	43	.003		
20	Total transmission expenses.....	27,353	.005	55,227	.023	37,525	.095	50,944	.021	571	.003	2,963	.001		
21	Total electric storage expenses.....					4,467	.011								
22	Electric distribution office and superintendence.....	4,698	.001	9,321	.004	17,720	.045	17,607	.007	8,574	.046	720	.000		
23	Setting and removing meters and transformers.....	683	.000	1,745	.001	14,434	.037			7,607	.041	426	.000		
24	Distribution subway rent.....			1,255	.001	31,885	.081								
25	Repairs distribution mains.....	2,540	.000	15,702	.007	31,977	.081			22,798	.124	2,963	.001		
26	Repairs electric services.....			2,072	.001	2,916	.007			9,697	.049				
27	Repairs transformers.....	22	.000	43	.000	1,261	.003			2,850	.014				
28	Electric meter operation and repairs.....	3,007	.001	10,589	.004	17,314	.044	8,094	.003	5,320	.030	3,607	.001		
29	Total distribution expenses.....	10,949	.002	40,726	.017	87,207	.221	25,702	.011	62,044	.337	7,717	.003		
30	Commercial are operation.....					3,396	.009			1,105	.006				
31	Commercial are repairs.....					528	.001			160	.001				
32	Commercial incandescent operation.....					421	.001			50,583	.112				
33	Consumers' installation expenses.....					12,630	.032			5,016	.027				
34	Municipal street are operation.....	208	.000	347	.000	14,669	.037			4,715	.026	1,280	.000		
35	Municipal street are repairs.....					8,949	.023			6,523	.035				
36	Municipal street incandescent operation.....					843	.002			1,147	.006				
37	Municipal street incandescent repairs.....					196	.001			237	.001				
38	Total utilization expenses.....	208	.000	347	.000	41,633	.106			39,484	.214	1,280	.000		
39	Commercial administration, electric.....			5,239	.002	22,110	.056			18,209	.099				
40	Promotion expenses, electric.....			9,517	.004	37,564	.095			11,711	.063	122	.000		
41	Total commercial expenses, electric.....			14,756	.006	59,675	.151			29,920	.162	122	.000		
42	General administration.....	58,461	.010	48,890	.021	103,571	.263	54,799	.022	18,518	.100	23,776	.009	22,538	.010
43	Insurance.....	9,314	.002	13,072	.006	16,030	.043	9,410	.004	2,872	.016	4,425	.002	701	.000
44	Relief department and pensions.....	2,152	.001									87	.000		
45	Franchise requirements.....	80,000	.013	4,100	.002	38	.000								
46	General amortization.....			123,048	.052	58,090	.147	25,702	.011	7,037	.038	32,062	.012	125,000	.056
47	Injuries to persons and property.....	254	.000	1,452	.001	3,102	.008			18,917	.103	565	.000	4,984	.002
48	General stationery and printing.....	2,654	.000	1,194	.000	1,313	.003			207	.001	250	.000	271	.000
49	Store and stable expenses.....	10,781	.002	7,142	.003	35,631	.090					3,942	.001	4,157	.002
50	Miscellaneous adjustments, balance.....	16,139	.003	2,387	.001	13,596	.034			6,310	.034	698	.000		
51	Total general and miscellaneous expenses.....	156,603	.026	196,511	.083	205,079	.520	89,911	.037	41,240	.224	64,507	.023	157,651	.071
52	Total operating expenses.....	343,098	.057	1,233,156	.520	842,822	2.138	794,128	.325	343,037	1.860	528,532	.192	246,729	.111
53	Electric energy, in kilowatt hours:														
54	Generated.....	505,619,620				56,380,175		40,180,603				7,283,301,489		228,872,882	
55	Purchased.....	1,117,857,823		257,220,107		39,421,480		229,522,586		21,886,548		7,274,833,614		223,469,528	
56	Sold.....	596,722,326		237,027,514				244,651,276							

<sup>1</sup> Energy supplied without charge under contract with respondent's subsidiary, Canadian Niagara Power Co.  
<sup>2</sup> Per k.w.h. generated.  
<sup>3</sup> Includes \$5850 "Miscellaneous jobbing expenses," and \$89 "Repairs of electric appliances."  
<sup>4</sup> Includes \$96 production expenses not distributed.  
<sup>5</sup> Estimated.

TABLE 310: OPERATING EXPENSES, ELECTRICAL CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (continued)

The averages are based on the number of kilowatt hours sold except where otherwise noted. Figures in *italics* denote credits. The corporations are named in the order of their average revenues during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 49.

Line No.	Name of account	Yonkers Electric Light & Power E 8	Nassau Light & Power E 9	Buffalo and N. Y. Falls El. Lt. & Pt. E 10	Binghamton Light, Heat & Power E 11	Tonawanda Power E 12	Niagara & Erie Power E 13	Schenectady Power E 14	Line No.
		Amount Dollars	Amount Dollars	Amount Dollars	Amount Dollars	Amount Dollars	Amount Dollars	Amount Dollars	
		Per kw. hour Cents	Per kw. hour Cents	Per kw. hour Cents	Per kw. hour Cents	Per kw. hour Cents	Per kw. hour Cents	Per kw. hour Cents	
1	Station superintendence and labor.....	11,837	2,157	6,053	10,823	182	14,024	2,044	1
2	Fuel for power.....	39,483	2,523	1,240	38,037	.640	945	2,003	2
3	Other station supplies and expenses.....	4,873	2,065	1,240	1,735	.029	354	2,001	3
4	Repairs power plant buildings.....	5,827	2,077	1,240	7,572	.127	547	2,002	4
5	Repairs steam equipment.....	208	2,003	176	1,047	.018	2,755	2,009	5
6	Repairs hydraulic power plant.....	158	2,002	1	1,000	.....	.....	.....	6
7	Repairs gas power equipment.....	126,749	10,148	63,545	3,375	.....	114,205	3,420	7
8	Repairs power plant electric equipment.....	63,331	1,375	71,048	447	.....	150,171	3,519	8
9	Miscellaneous station repairs.....	126,749	1,375	71,048	447	.....	150,171	3,519	9
10	Steam from other sources.....	126,749	1,375	71,048	447	.....	150,171	3,519	10
11	Electric energy from other sources.....	126,749	1,375	71,048	447	.....	150,171	3,519	11
12	Steam transferred to district heating, Cr.....	126,749	1,375	71,048	447	.....	150,171	3,519	12
13	Total production expenses.....	126,749	1,375	71,048	447	.....	150,171	3,519	13
14	Transmission subway rent.....	5,696	.066	.....	.....	.....	.....	.....	14
15	Transmission repairs.....	3,477	.040	.....	.....	.....	.....	.....	15
16	Sub-station labor, supplies, and expenses.....	11,272	1,30	.....	.....	.....	.....	.....	16
17	Repairs sub-station buildings.....	2,068	.024	.....	.....	.....	.....	.....	17
18	Repairs sub-station equipment.....	1,465	.017	.....	.....	.....	.....	.....	18
19	Total transmission expenses.....	23,978	.277	.....	.....	.....	.....	.....	19
20	Total electric storage expenses.....	12,890	.149	.....	.....	.....	.....	.....	20
21	Electric distribution office and superintendence.....	6,156	.071	.....	.....	.....	.....	.....	21
22	Setting and removing meters and transformers.....	7,279	.084	.....	.....	.....	.....	.....	22
23	Distribution subway rent.....	2,472	.029	.....	.....	.....	.....	.....	23
24	Repairs distribution mains.....	139	.002	.....	.....	.....	.....	.....	24
25	Repairs electric services.....	4,341	.050	.....	.....	.....	.....	.....	25
26	Repairs transformers.....	33,652	.389	.....	.....	.....	.....	.....	26
27	Electric meter operation and repairs.....	101	.001	.....	.....	.....	.....	.....	27
28	Total distribution expenses.....	413	.005	.....	.....	.....	.....	.....	28
29	Commercial are operation.....	13,107	.152	.....	.....	.....	.....	.....	29
30	Commercial incandescent operation.....	6,332	.073	.....	.....	.....	.....	.....	30
31	Consumers' installation expenses.....	3,407	.039	.....	.....	.....	.....	.....	31
32	Municipal street are operation.....	859	.010	.....	.....	.....	.....	.....	32
33	Municipal street incandescent operation.....	3,613	.042	.....	.....	.....	.....	.....	33
34	Municipal street incandescent repairs.....	422	.005	.....	.....	.....	.....	.....	34
35	Total utilization expenses.....	28,254	.327	.....	.....	.....	.....	.....	35
36	Commercial administration, electric.....	22,050	.255	.....	.....	.....	.....	.....	36
37	Promotion expenses, electric.....	18,890	.219	.....	.....	.....	.....	.....	37
38	Total commercial expenses, electric.....	40,940	.474	.....	.....	.....	.....	.....	38
39	General administration.....	17,897	.207	.....	.....	.....	.....	.....	39
40	Insurance.....	10,700	.124	.....	.....	.....	.....	.....	40
41	Relief department and pensions.....	255	.003	.....	.....	.....	.....	.....	41
42	Franchise requirements.....	552	.006	.....	.....	.....	.....	.....	42
43	General amortization.....	945,285	.524	.....	.....	.....	.....	.....	43
44	Injuries to persons and property.....	1,625	.019	.....	.....	.....	.....	.....	44
45	General stationery and printing.....	988	.011	.....	.....	.....	.....	.....	45
46	Store and stable expenses.....	.....	.....	.....	.....	.....	.....	.....	46
47	Miscellaneous adjustments, balance.....	911	.011	.....	.....	.....	.....	.....	47
48	Total general and miscellaneous expenses.....	76,392	.884	.....	.....	.....	.....	.....	48
49	Total operating expenses.....	329,964	3.819	.....	.....	.....	.....	.....	49
50	Electric energy, in kilowatt hours:	.....	.....	.....	.....	.....	.....	.....	50
51	Generated.....	9,835,888	.....	.....	.....	.....	.....	.....	51
52	Purchased.....	8,640,542	.....	.....	.....	.....	.....	.....	52
53	Sold.....	.....	.....	.....	.....	.....	.....	.....	53

<sup>1</sup> Per k.w.h. generated. <sup>2</sup> Per k.w.h. purchased. <sup>3</sup> Estimated. <sup>4</sup> Includes \$374 "Rental for use of pole lines". <sup>5</sup> Concurrently credited to "Renewal and contingency reserve". <sup>6</sup> Includes \$2998 Adirondack Electric Power Corporation. <sup>7</sup> The quantity of energy referred to is 675,900 kw.h. <sup>8</sup> Includes \$392 rental for right of way.



TABLE 310: OPERATING EXPENSES, ELECTRICAL CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (continued)

The averages are based on the number of kilowatt hours sold except where otherwise noted. Figures in *italics* denote credits. The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 49.

Line No.	Name of account	Northern Power E 15		Ithaca Electric Light & Power E 16		Edison El. Lt. & Pr., Amsterdam E 17		Long Island Lighting E 18		Genesee Light & Power E 19		East Creek Electric Light & Power E 20		Olean Electric Light & Power (old) <sup>14</sup> E 21a		Olean Electric Light & Power (new) <sup>15</sup> E 21b		Line No.
		Amount	Per kw. hour <sup>3</sup>	Amount	Per kw. hour	Amount	Per kw. hour	Amount	Per kw. hour	Amount	Per kw. hour	Amount	Per kw. hour	Amount	Per kw. hour	Amount	Per kw. hour	
1	Station superintendence and labor.....																	1
2	Fuel for power.....																	2
3	Other station supplies and expenses.....																	3
4	Repairs power plant buildings.....																	4
5	Repairs steam equipment.....																	5
6	Repairs hydraulic power plant.....																	6
7	Repairs gas power equipment.....																	7
8	Repairs power plant electric equipment.....																	8
9	Miscellaneous station repairs.....																	9
10	Steam from other sources.....																	10
11	Power gas from other sources.....																	11
12	Electric energy from other sources.....																	12
13	Steam transferred to district heating, Cr.....																	13
14	Total production expenses.....	92,798	.279	35,287	1.877	75,021	1.201	26,509	1.579	51,267	.788	18,340	.130	13,263	1.271	17,122	1.019	14
15	Transmission subway rent.....																	15
16	Transmission repairs.....	3,337	.011							599	.009					230	.014	16
17	Sub-station labor, supplies, and expenses.....	570	.002							941	.014	1,940	.014					17
18	Repairs sub-station buildings.....	6	.000							4,443	.008	143	.001			586	.035	18
19	Repairs sub-station equipment.....	260	.001							1,406	.022	78	.000			913	.034	19
20	Total transmission expenses.....	4,374	.013							117	.002	359	.003					20
21	Total electric storage expenses.....									7,507	.115	2,520	.018			1,729	.103	21
22	Electric distribution office and superintendence.....																	22
23	Setting and removing meters and transformers.....	315	.001							5,260	.081	1,976	.014	6	.001	7	.000	23
24	Distribution subway rent.....	85	.003							78	.001	38	.000	172	.016	124	.007	24
25	Repairs distribution mains.....	1,355	.004							618	.010	635	.004	283	.027	154	.009	25
26	Repairs electric services.....	923	.003							65	.001	51	.000	189	.019	69	.004	26
27	Repairs transformers.....	334	.001							481	.008	134	.001			4	.000	27
28	Electric meter operation and repairs.....	56	.000							806	.013	134	.001	142	.014	85	.005	28
29	Total distribution expenses.....	2,169	.007	3,814	.203	8,705	.139	8,018	.478	7,489	.115	2,820	.020	802	.079	443	.026	29
30	Commercial are operation.....																	30
31	Commercial are repairs.....																	31
32	Commercial incandescent operation.....																	32
33	Consumers' installation expenses.....	10	.000							97	.001	3	.000	2	.000	107	.006	33
34	Municipal street are operation.....	9	.000															34
35	Municipal street are repairs.....																	35
36	Municipal street incandescent operation.....	171	.001							90	.001	267	.002	546	.032	528	.031	36
37	Municipal street incandescent repairs.....	89	.000							61	.001	9	.000	82	.008	134	.008	37
38	Total utilization expenses.....	279	.001	3,941	.210	12,599	.096	1,540	.092	187	.003	591	.004	1,600	.153	1,112	.066	38
39	Commercial administration, electric.....	2,698	.008	4,254	.226	2,497	.040	2,989	.178			1,043	.007	449	.043	584	.035	39
40	Promotion expenses, electric.....	960	.002	1,077	.057	1,489	.024			2,288	.035	108	.001	2,803	.269	1,223	.073	40
41	Total commercial expenses, electric.....	3,658	.011	5,331	.284	3,986	.064	2,989	.178	2,288	.035	1,151	.008	3,252	.312	1,807	.108	41
42	General administration.....	5,321	.016	12,617	.671	8,527	.136	12,044	.718	6,614	.102	4,459	.032	5,243	.503	7,352	.437	42
43	Insurance.....	394	.001	1,030	.055	720	.012	3,852	.230	1,805	.028	696	.005	1,308	.125	1,075	.064	43
44	Relief department and pensions.....																	44
45	Franchise requirements.....																	45
46	General amortization.....	9,000	.027	1,742	.093					428	.007							46
47	Injuries to persons and property.....	9	.000	44	.002	6,334	.101	128	.008	7,200	.111			1,225	.117	875	.052	47
48	General stationery and printing.....	298	.001	208	.011	374	.006	1,532	.091	368	.006	357	.003	44	.004			48
49	Store and stable expenses.....	2,474	.007	1,288	.060	1,288	.021	843	.050	686	.010	197	.003	2,264	.217	908	.054	49
50	Miscellaneous adjustments, balance.....	1,453	.004	1,986	.106	342	.005	143	.009	598	.009	48	.000					50
51	Total general and miscellaneous expenses.....	18,949	.057	13,656	.726	17,585	.281	18,254	1.088	16,477	.253	5,662	.040	10,643	1.020	10,711	.637	51
52	Total operating expenses.....	122,225	.367	62,028	3.299	111,296	1.782	59,863	3.567	85,216	1.310	31,084	.220	29,560	2.833	32,924	1.959	52
53	Electric energy, in kilowatt hours:																	53
54	Generated.....																	54
55	Purchased.....	33,310.110		2,384.975		6,983.217		31,755		7,422.900		15,792.800		1,421.100		1,958.900		55
	Sold.....			1,880.394		6,247.068		1,678.311		6,505.851		14,078.620		1,043.352		1,680.770		

<sup>1</sup> Per kw.h. generated. <sup>2</sup> Per kw.h. purchased. <sup>12</sup> Includes \$111 "Glowar lamp operation and repairs". <sup>13</sup> Report covers period January 1 to July 31, 1914; see Historical and Explanatory Statement.

<sup>14</sup> Report covers period August 1 to December 31, 1914; see Historical and Explanatory Statement.

TABLE 310: OPERATING EXPENSES, ELECTRICAL CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (continued)

The averages are based on the number of kilowatt hours sold except where otherwise noted. Figures in *italics* denote credits. The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 49.

Line No.	Name of account	Cortland County Traction E 22			Jamestown Lighting & Power E 23			Sayre Electric E 24			Fulton Light, Heat & Power E 25			Paul Smith's El. Lc. & P. & R.R. E 26			Ogdensburg Power & Light E 27			Mohawk Hydro-Electric E 28			Line No.
		Amount	Per kw. hour <sup>16</sup>	Cents	Amount	Per kw. hour	Cents	Amount	Per kw. hour	Cents	Amount	Per kw. hour	Cents	Amount	Per kw. hour	Cents	Amount	Per kw. hour	Cents	Amount	Per kw. hour	Cents	
1	Station superintendence and labor.....	5,786	282	210.095	74	210.095	233	5,516	329	7.896	1,896	1.156	329	5,983	1.156	329	4,097	2.954	5,263	2.085	1		
2	Fuel for power.....	14,455	704	211.596	85	211.596	706	16,681	609	14,598	609	1.258	609	263	1.258	609	1,258	2.282	357	2.009	2		
3	Other station supplies and expenses.....	620	030	047	53	047	047	1,121	047	1,129	047	007	047	007	007	047	706	2.183	377	2.006	3		
4	Repairs power plant buildings.....	111	005	011	131	011	011	1,262	011	1,156	002	002	113	004	004	113	511	2.119	357	2.006	4		
5	Repairs steam equipment.....	907	044	131	7	131	131	3,089	131	2,719	2	000	113	004	020	113	474	2.110	1,657	2.027	5		
6	Repairs hydraulic power plant.....																				6		
7	Repairs gas power equipment.....																				7		
8	Repairs power plant electric equipment.....	400	019	014	8	014	014	340	014	53	002	002	331	007	007	331	331	2.077	187	2.003	8		
9	Miscellaneous station repairs.....							496	021	733	031	031	47	001	001	47	14	2.000	14	2.000	9		
10	Steam from other sources.....																				10		
11	Power gas from other sources.....																				11		
12	Electric energy from other sources.....																				12		
13	Steam transferred to district heating, Cr.....																				13		
14	Total production expenses.....	22,278	1,085	2,452	46,709	2,452	1,164	27,506	1,164	27,185	1,133	1,133	7,442	1,103	1,103	21,749	1,103	1,103	8,236	1,103	14		
15	Transmission subway rent.....																				15		
16	Transmission repairs.....																				16		
17	Sub-station labor, supplies, and expenses.....																				17		
18	Repairs sub-station buildings.....																				18		
19	Repairs sub-station equipment.....																				19		
20	Total transmission expenses.....																				20		
21	Total electric storage expenses.....																				21		
22	Electric distribution office and superintendence.....																				22		
23	Setting and removing meters and transformers.....	1,500	073	025	470	025	025			676	028	028	24	001	014	014					23		
24	Distribution subway rent.....	549	027	032	601	032	032						529	014	014	014					24		
25	Repairs distribution mains.....	6,914	337	085	1,622	085	066	1,551	066	1,469	061	061	626	016	016	016	4,182	212	102	002	25		
26	Repairs electric services.....	921	045	005	90	005	005	921	045	90	001	001	33	001	001	001	28	001	28	000	26		
27	Repairs transformers.....	532	026	035	35	035	035	109	005	109	005	005	76	002	002	002	5	000	27	000	27		
28	Electric meter operation and repairs.....	573	028	061	1,163	061	043	1,023	043	1,464	061	061	239	006	006	006	96	005	10	000	28		
29	Total distribution expenses.....	10,989	535	209	3,981	209	1,09	2,574	1,09	3,751	1,56	1,56	1,522	040	040	040	4,278	217	119	002	29		
30	Commercial are operation.....																				30		
31	Commercial are repairs.....																				31		
32	Commercial incandescent operation.....	867	042	060	1,149	060	015	359	015	486	020	020	17	000	000	000	930	047			32		
33	Consumers' installation expenses.....	1,742	085	060	1,143	060	000	539	023	1,297	054	054	126	004	004	004	868	044			33		
34	Municipal street are operation.....	1,153	056	001	546	001	001	546	001	546	006	006	79	002	002	002					34		
35	Municipal street are repairs.....	546	027	002	49	002	002	23	002	45	002	002	173	005	005	005					35		
36	Municipal street incandescent operation.....	39	002	003		003	043	1,320	056				102	003	003	003					36		
37	Municipal street incandescent repairs.....																				37		
38	Total utilization expenses.....	4,395	214	133	2,535	133	095	2,246	095	1,982	083	083	649	017	017	017	1,798	091			38		
39	Commercial administration, electric.....	1,177	057										989	026	026	026	155	008	542	009	39		
40	Promotion expenses, electric.....	1,217	059	012	224	012	082	1,939	082	1,414	059	059	141	004	004	004	588	030	165	003	40		
41	Total commercial expenses, electric.....	2,394	117	012	224	012	082	1,939	082	1,414	059	059	1,129	029	029	029	743	038	707	012	41		
42	General administration.....	10,678	520	218	4,150	218	443	10,478	443	8,349	348	348	4,512	118	118	118	4,642	235	894	015	42		
43	Insurance.....	2,250	110	071	1,346	071	024	556	024	2,249	094	094	1,524	040	040	040	1,523	077	376	006	43		
44	Relief department and pensions.....																				44		
45	Franchise requirements.....																				45		
46	General amortization.....	7,500	365	730	13,900	730				168	007	007	673	018	018	018	9,907	502	3,056	050	46		
47	Injuries to persons and property.....	3,261	159	043	41	043	010	232	010	345	014	014	532	014	014	014	10	000			47		
48	General stationery and printing.....	643	031	010	826	043	030	709	030	377	016	016	920	024	024	024	352	018	249	004	48		
49	Store and stable expenses.....	464	023	010	195	010	043	993	043												49		
50	Miscellaneous adjustments, balance.....																				50		
51	Total general and miscellaneous expenses.....	24,797	1,208	1,074	20,458	1,074	549	12,970	549	11,488	479	479	6,595	172	172	172	16,433	833	4,566	075	51		
52	Total operating expenses.....	64,853	3,159	4,145	78,977	4,145	1,999	47,236	1,999	45,819	1,910	1,910	18,170	474	474	474	45,001	2,282	14,061	230	52		
53	Electric energy, in kilowatt hours:																				53		
54	Generated.....	16 2,052,880			733			3,065,149		3,010,125			4,348,180				429,446		6,204,800		54		
55	Purchased.....				3,099,597			2,363,016		2,398,358			3,829,570				1,686,076		9,000		55		
55	Sold.....	16 2,052,880			1,905,342												1,972,365		6,111,963		55		

<sup>2</sup> Per k.w.h. generated. <sup>3</sup> Per k.w.h. purchased. <sup>16</sup> Averages are based on amount given as quantity of alternating current generated, all of which is reported to have been sold in Lighting and Power department; direct current (amounting in 1914 to 734,074 kw.h.) is assigned to Traction department; production expenses are apportioned between the Lighting and Traction departments on the basis of the ratios borne by A.C. and D.C. energy, respectively, to total energy generated.



TABLE 310: OPERATING EXPENSES, ELECTRICAL CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (continued)

The averages are based on the number of kilowatt hours sold except where otherwise noted. Figures in *italics* denote credits.  
The corporations are named in the order of their average revenues during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 49.

Line No.	Name of account	Orange & Rockland Electric E 29	Hannawa Falls Water Power E 30	Carthage Electric Light & Power E 31	Patchogue Electric Light E 32	Ontario Light & Traction E 33	Hornell Electric E 34	Huntington Light & Power E 35	Line No.
		Amount	Per kw. hour	Amount	Per kw. hour	Amount	Per kw. hour	Amount	
1	Station superintendence and labor	Dollars 5,054	Cents .457	Dollars 1,995	Cents 3.814	Dollars 1,655	Cents 2.258	Dollars 4,991	1
2	Fuel for power	10,419	.942	134	1.443	316	.048	3,000	2
3	Other station supplies and expenses	761	.069	248	.067	2	.003	730	3
4	Repairs power plant buildings	107	.010	444	.043	2	.003	294	4
5	Repairs steam equipment	3,501	.317	314	.074	496	.076	2,063	5
6	Repairs hydraulic power plant								6
7	Repairs gas power equipment	62	.006	58	.003	21	.002	24	7
8	Repairs power plant electric equipment	96	.009			405	.087		8
9	Miscellaneous station repairs					4	.131		9
10	Steam from other sources								10
11	Power gas from other sources								11
12	Electric energy from other sources			10,298	3.612	10,843	3.902	5,610	12
13	Steam transferred to district heating, Cr.							11,838	13
14	Total production expenses	20,000	1.809	13,046	4.12	13,749	1.174	16,829	14
15	Transmission superint.								15
16	Transmission repairs	187	.017	416	.013	1,315	.112		16
17	Sub-station labor, supplies, and expenses	7	.001	89	.003	2,446	.210		17
18	Repairs sub-station buildings	77	.007	8		392	.033		18
19	Repairs sub-station equipment								19
20	Total transmission expenses	272	.025	514	.016	4,104	.356		20
21	Total electric storage expenses								21
22	Electric distribution office and superintendence								22
23	Setting and removing meters and transformers	23	.002	1,016	.032	1,208	.103		23
24	Distribution subway rent	130	.012	163	.005	2,223	.019		24
25	Repairs distribution mains	2,356	.213	2,224	.070	2,629	.224	2,385	25
26	Repairs electric services	4	.001	113	.004	1,142	.012		26
27	Repairs transformers	253	.023	188	.006	183	.016		27
28	Electric meter operation and repairs								28
29	Total distribution expenses	2,772	.251	3,728	.118	4,385	.374	2,385	29
30	Commercial are operation								30
31	Commercial are repairs			175	.006	15	.001		31
32	Commercial incandescent operation			26	.000	5	.000		32
33	Consumers' installation expenses			97	.003	1,345	.115		33
34	Municipal street are operation	134	.012	324	.010	543	.046		34
35	Municipal street are repairs			148	.005	430	.037		35
36	Municipal street incandescent operation	563	.051	136	.004	188	.016	381	36
37	Municipal street incandescent repairs	135	.012	5	.000	110	.009		37
38	Total utilization expenses	831	.075	914	.029	2,780	.237	381	38
39	Commercial administration, electric	407	.037	2,196	.069	2,120	.181		39
40	Promotion expenses, electric	29	.003	594	.019	458	.039	65	40
41	Total commercial expenses, electric	453	.039	2,790	.088	2,578	.220	65	41
42	General administration	7,857	.710	2,867	.091	2,390	.204	5,466	42
43	Insurance	853	.077	400	.013	596	.051	1,253	43
44	Relief department and pensions							248	44
45	Franchise requirements								45
46	General amortization	404	.037	4,585	.145	1,704	.145	2,000	46
47	Injuries to persons and property	1,138	.103	482	.015	600	.051	55	47
48	General stationery and printing	577	.052	411	.013	11	.001	55	48
49	Store and stable expenses	3,007	.272	1,143	.036	3,644	.311	1,404	49
50	Miscellaneous adjustments, balance	86	.008	267	.008			508	50
51	Total general and miscellaneous expenses	12,943	1.170	9,022	.304	8,945	.764	10,239	51
52	Total operating expenses	37,254	3.369	30,013	.967	36,600	3.125	29,899	52
53	Electric energy, in kilowatt hours:								53
54	Generated	2,202,760		3,540,580		651,840		409,140	54
55	Purchased			1,683,765		1,201,673		187,000	55
	Sold	1,105,852		3,165,687		1,171,153		505,505	

2 Per kw.h. generated. 3 Per kw.h. purchased. 17 Report covers period January 1 to November 30, 1914; see Historical and Explanatory Statement.

TABLE 310: OPERATING EXPENSES, ELECTRICAL CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (continued)

The averages are based on the number of kilowatt hours sold except where otherwise noted. Figures in *italics* denote credits.  
The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914, for their names in alphabetic order and their ranking on the basis of operating revenues see page 49.

Line No.	Name of account	Despatch Heat, Light & Power E 36		Suffolk Light, Heat & Power E 37		Babylon Electric Light E 38		Twin State G. & E. (H. F. Div.) E 39		Sodus Gas & Electric Light E 40		Consolidated Electric E 41		LeRoy Hydraulic Electric Gas E 42		Line No.
		Amount	Per kw. hour	Amount	Per kw. hour	Amount	Per kw. hour	Amount	Per kw. hour	Amount	Per kw. hour	Amount	Per kw. hour	Amount	Per kw. hour	
1	Station superintendence and labor.....	618	2.440	5,240	1.410	3,690	1.092	4,303	.517	.....	.....	2,506	.177	5,681	.371	1
2	Fuel for power.....	.....	.....	8,797	2.367	10,732	2.958	2,361	.300	.....	.....	.....	.....	10,424	.680	2
3	Other station supplies and expenses.....	96	2.068	1,377	.370	814	.156	277	.035	.....	.....	217	.015	624	.041	3
4	Repairs power plant buildings.....	.....	.....	1,377	.370	391	.100	.....	.....	.....	.....	4	.000	1,034	.007	4
5	Repairs steam equipment.....	110	2.078	1,145	.308	.....	.075	34	.004	.....	.....	188	.013	1,034	.007	5
6	Repairs hydraulic power plant.....	.....	.....	.....	.....	.....	.....	87	.011	.....	.....	.....	.....	63	.004	6
7	Repairs gas power equipment.....	.....	.....	.....	.....	.....	.....	3	.000	.....	.....	.....	.....	55	.004	7
8	Repairs power plant electric equipment.....	19	2.014	4	.001	.....	.....	.....	.....	.....	.....	.....	.....	686	.045	8
9	Miscellaneous station repairs.....	3	2.002	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	Miscellaneous power plant repairs.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
11	Power gas from other sources.....	.....	.....	.....	.....	.....	.....	18 1,267	.161	11,058	31.625	.....	.....	.....	.....	11
12	Electric energy from other sources.....	13,582	31.030	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
13	Steam transferred to district heating, Ch.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
14	Total production expenses.....	14,429	1.194	16,700	4.493	17,619	3.382	8,332	1.058	11,058	2.263	2,915	.206	18,388	1.213	14
15	Transmission subway rent.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
16	Transmission repairs.....	250	.021	28	.008	.....	.....	17	.002	1,165	.238	.....	.....	.....	.....	16
17	Sub-station labor, supplies, and expenses.....	1,213	1.100	.....	.....	.....	.....	15	.002	.....	.....	.....	.....	.....	.....	17
18	Repairs sub-station buildings.....	.....	.....	.....	.....	.....	.....	.....	.....	13	.003	.....	.....	.....	.....	18
19	Repairs sub-station equipment.....	170	.014	.....	.....	.....	.....	.....	.....	5	.000	.....	.....	.....	.....	19
20	Total transmission expenses.....	1,633	.135	28	.008	.....	.....	32	.004	1,183	.242	.....	.....	.....	.....	20
21	Total electric storage expenses.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
22	Electric distribution office and superintendence.....	425	.035	.....	.....	.....	.....	102	.013	.....	.....	.....	.....	.....	.....	22
23	Setting and removing meters and transformers.....	62	.005	272	.073	.....	.....	112	.014	88	.018	.....	.....	66	.004	23
24	Distribution roadway rent.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	24
25	Repairs distribution mains.....	1,079	.089	950	.256	720	.188	928	.118	139	.028	2,952	.208	1,963	.128	25
26	Repairs electric services.....	110	.009	73	.020	.....	.....	54	.007	71	.015	.....	.....	1,399	.026	26
27	Repairs transformers.....	32	.003	35	.009	111	.021	5	.000	365	.075	79	.006	.....	.000	27
28	Electric meter operation and repairs.....	171	.014	86	.023	756	.145	243	.031	796	.163	397	.028	83	.005	28
29	Total distribution expenses.....	1,879	.155	1,417	.381	1,587	.305	1,444	.183	1,458	.298	3,484	.240	2,513	.164	29
30	Commercial arc operation.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30
31	Commercial arc repairs.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	31
32	Commercial incandescent operation.....	486	.040	.....	.....	977	.188	246	.031	.....	.....	.....	.....	373	.024	32
33	Consumers' installation expenses.....	693	.057	.....	.....	.....	.....	158	.020	.....	.....	299	.021	.....	.....	33
34	Municipal street arc operation.....	.....	.....	31	.008	.....	.....	340	.043	.....	.....	301	.021	.....	.003	34
35	Municipal street arc repairs.....	.....	.....	.....	.....	.....	.....	244	.031	.....	.....	71	.005	.....	.005	35
36	Municipal street incandescent operation.....	830	.069	792	.213	.....	.....	301	.038	330	.068	295	.021	.....	.....	36
37	Municipal street incandescent repairs.....	752	.062	71	.019	.....	.....	14	.002	180	.037	46	.003	.....	.....	37
38	Total utilization expenses.....	2,762	.228	894	.241	977	.188	1,302	.165	510	.104	1,013	.071	500	.033	38
39	Commercial administration, electric.....	2,980	.247	.....	.....	1,092	.210	1,218	.155	98	.020	285	.020	431	.028	39
40	Promotion expenses, electric.....	930	.077	.....	.024	.....	.....	91	.012	144	.029	149	.011	43	.003	40
41	Total commercial expenses, electric.....	3,910	.323	88	.024	1,092	.210	1,309	.166	242	.050	434	.031	474	.031	41
42	General administration.....	2,049	.169	4,620	1.243	7,659	1.470	2,772	.352	10,626	2.175	6,042	.427	2,492	.163	42
43	Insurance.....	360	.030	874	.235	.....	.171	1,152	.146	429	.088	1,059	.075	2,123	.139	43
44	Relief department and pensions.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	44
45	Franchise requirements.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	45
46	General amortization.....	1,767	.146	.....	.....	.....	.....	.....	.....	4,500	.921	4,000	.282	.....	.....	46
47	Injuries to persons and property.....	327	.027	.....	.034	175	.034	16	.002	.....	.....	236	.017	.....	.....	47
48	General stationery and printing.....	132	.011	.....	.152	152	.029	231	.029	453	.093	449	.032	.....	.....	48
49	Store and stable expenses.....	2,191	.181	1,914	.515	799	.153	584	.074	.....	.....	.....	.....	.....	.....	49
50	Miscellaneous adjustments, balance.....	136	.011	.....	.....	.....	.....	68	.007	.....	.....	.....	.....	.....	.....	50
51	Total general and miscellaneous expenses.....	6,963	.576	7,409	1.993	9,674	1.857	4,698	.597	16,009	3.277	11,968	.845	4,615	.301	51
52	Total operating expenses.....	31,575	2.612	26,536	7.139	30,949	5.941	17,117	2.174	30,459	6.235	19,813	1.399	26,690	1.742	52
53	Electric energy, in kilowatt hours:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	53
54	Generated.....	140,550	.....	627,800	.....	718,289	.....	980,463	.....	.....	.....	1,416,605	.....	1,563,035	.....	54
55	Purchased.....	1,318,037	.....	.....	.....	520,977	.....	787,373	.....	680,314	.....	.....	.....	1,532,541	.....	55
	Sold.....	1,208,831	.....	371,709	.....	.....	.....	.....	.....	488,544	.....	.....	.....	.....	.....	

<sup>2</sup> Per kw.h. generated.  
<sup>3</sup> Per kw.h. purchased.

<sup>19</sup> Though the respondent reports a charge of \$1267 to the account "Electric energy from other sources," the quantity of energy received therefor is not stated.



TABLE 310: OPERATING EXPENSES, ELECTRICAL CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (continued)

The averages are based on the number of kilowatt hours sold except where otherwise noted. Figures in *italics* denote credits. The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 49.

Line No.	Name of account	Livingston-Niagara Power E 43		Eastern Monroe Electric Light & Gas E 44		Standard Light, Heat & Power E 45		Seneca River Power E 46		Oswego River Power Transmission E 47		International Power & Transmission E 48		Montgomery Electric Light & Power E 49		Owego Light & Power E 50		Line No.
		Amount	Per kw. hour	Amount	Per kw. hour	Amount	Per kw. hour	Amount	Per kw. hour	Amount	Per kw. hour	Amount	Per kw. hour	Amount	Per kw. hour	Amount	Per kw. hour	
1	Station superintendence and labor.....																	1
2	Fuel for power.....																	2
3	Other station supplies and expenses.....																	3
4	Repairs power plant buildings.....																	4
5	Repairs steam equipment.....																	5
6	Repairs hydraulic power plant.....																	6
7	Repairs gas power equipment.....																	7
8	Repairs power plant electric equipment.....																	8
9	Miscellaneous station repairs.....																	9
10	Steam from other sources.....																	10
11	Electric energy from other sources.....																	11
12	Steam transferred to district heating, Cr.....																	12
13																		13
14	Total production expenses.....	17,059	1.035	13,763	1.397	12,690		7,946	.739	20,498	.987	28,859	.936	13,890	1.444	11,623	3.300	14
15	Transmission subway rent.....																	15
16	Transmission repairs.....	398	.024			1,235				388	.019	208	.007	116	.012			16
17	Sub-station labor, supplies, and expenses.....	2,201	.133	1	.000					2,185	.105							17
18	Repairs sub-station buildings.....									49	.002			16	.002			18
19	Repairs sub-station equipment.....	688	.042							70	.003							19
20	Total transmission expenses.....	3,288	.199	1	.000	1,235				2,691	.130	208	.007	131	.014			20
21	Total electric storage expenses.....																	21
22	Electric distribution office and superintendence.....																	22
23	Setting and removing meters and transformers.....	1,020	.062	410	.042	4		175	.016					95	.010	67	.019	23
24	Distribution subway rent.....									6	.000			110	.011			24
25	Repairs distribution mains.....	29	.002	1,103	.112	1,191		772	.072	24	.001			945	.008	275	.078	25
26	Repairs electric services.....			45	.005	4		63	.006	1	.000					2	.001	26
27	Transformers.....			438	.044	57		85	.008	86	.004					81	.023	27
28	Electric meter operation and repairs.....	148	.009	2	.000	524		71	.007	31	.001	78	.003			23	.007	28
29	Total distribution expenses.....	1,198	.073	1,998	.203	1,781		1,207	.112	149	.007	78	.003	1,150	.120	449	.127	29
30	Commercial are operation.....																	30
31	Commercial are repairs.....																	31
32	Commercial incandescent operation.....																	32
33	Consumers' installation expenses.....	1	.000	37	.004	533		112	.010	1	.000					65	.018	33
34	Municipal street are operation.....			19	.002	184		416	.039							33	.009	34
35	Municipal street are repairs.....			249	.025			138	.013							286	.081	35
36	Municipal street incandescent operation.....			363	.037			155	.014	43	.002			342	.036	7	.002	36
37	Municipal street incandescent repairs.....							34	.003	7	.000			18	.002	40	.011	37
38	Total utilization expenses.....	1	.000	608	.068	717		856	.080	51	.002			360	.037	512	.145	38
39	Commercial administration, electric.....																	39
40	Promotion expenses, electric.....	295	.018	287	.029	844		1,385	.129	328	.016			38	.004	203	.058	40
41	Total commercial expenses, electric.....	295	.018	290	.029	844		1,385	.129	1,580	.076			38	.004	203	.058	41
42	General administration.....	2,664	.162	680	.080	2,783		4,924	.458	2,903	.140	31	.001	3,991	.415	3,005	.853	42
43	Insurance.....	888	.054	48	.005	1,251		395	.037	293	.014			269	.028	813	.231	43
44	Relief department and pensions.....																	44
45	Franchise requirements.....																	45
46	General amortization.....			1,491	.151	500		482	.045	4	.000			867	.090	3,010	.854	46
47	Injuries to persons and property.....																	47
48	General stationery and printing.....	35	.002	68	.007	47		158	.015	52	.003	7	.000	74	.008	164	.047	48
49	Store and stable expenses.....	215	.013			714								881	.092	766	.217	49
50	Miscellaneous adjustments, balance.....																	50
51	Total general and miscellaneous expenses.....	3,803	.231	2,287	.232	5,294		5,958	.554	3,254	.157	38	.001	6,082	.632	7,758	2.202	51
52	Total operating expenses.....	25,643	1.555	19,007	1.930	22,561		17,332	1.614	28,223	1.359	29,183	.946	21,652	2.251	20,545	5.832	52
53	Electric energy, in kilowatt hours:																	53
54	Generated.....	1,865,729		1,017,549				1,266,304										54
55	Purchased.....	1,648,779		984,964				1,776,815		2,341,457		3,313,366		1,111,190				55
	Sold.....							1,075,030		2,076,338		3,084,650		961,952				

<sup>2</sup> Per kw. h. generated.

<sup>3</sup> Per kw. h. purchased.

TABLE 310: OPERATING EXPENSES, ELECTRICAL CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (concluded)

The averages are based on the number of kilowatt hours sold except where otherwise noted. Figures in *italics* denote credits.  
The corporations are named in the order of their average revenues during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 49.

Line No.	Name of account	Glen Cove Light & Power E 51		Colliers Light, Heat & Power E 52		Wetmore Electric E 53		Potdam Electric Light & Power E 54		Liberty Light & Power E 55		Oswegatchie Light & Power E 56		Wallkill Valley El. Lt. & Pt. E 57		Hartwick Power E 58	
		Amount	Per kw. hour	Amount	Per kw. hour	Amount	Per kw. hour	Amount	Per kw. hour	Amount	Per kw. hour	Amount	Per kw. hour	Amount	Per kw. hour	Amount	Per kw. hour
1	Station superintendence and labor																
2	Fuel for power																
3	Other station supplies and expenses																
4	Repairs power plant buildings																
5	Repairs steam equipment																
6	Repairs hydraulic power plant																
7	Repairs gas power equipment																
8	Repairs power plant electric equipment																
9	Miscellaneous station repairs																
10	Power from other sources																
11	Electric energy from other sources																
12	Steam transferred to district heating, Cr.																
13																	
14	Total production expenses	15,122	3.862	14,483	3.772	3,148	.154	8,224	.600	9,369	3.102	7,900	.362	13,912	2.753	1,254	3.003
15	Transmission subway rent																
16	Transmission repairs																
17	Substation labor, supplies, and expenses																
18	Repairs sub-station buildings																
19	Repairs sub-station equipment																
20	Total transmission expenses																
21	Total electric storage expenses																
22	Electric distribution office and superintendence																
23	Setting and removing meters and transformers																
24	Distribution subway rent	310	.079														
25	Repairs distribution mains	566	.145														
26	Repairs electric services	3,324	.849	1,937	.504	500	.024	1,171	.085	175	.058						
27	Repairs transformers			1,714	.456			915	.067	141	.047						
28	Electric meter operation and repairs	403	.103	798	.208	80	.004	207	.015	51	.017						
29	Total distribution expenses	4,603	1.176	3,455	.900	1,962	.096	2,898	.211	386	.128	2,426	.111	1,024	.203	83	.199
30	Commercial are operation																
31	Commercial are repairs																
32	Consumers' incandescent operation																
33	Consumers' installation expenses																
34	Municipal street are operation	584	.149														
35	Municipal street are repairs																
36	Municipal street incandescent operation																
37	Municipal street incandescent repairs																
38	Total utilization expenses	584	.149	326	.085	682	.033	20	.001	563	.186	332	.015	475	.094	23	.055
39	Commercial administration, electric																
40	Promotion expenses, electric																
41	Total commercial expenses, electric																
42	General administration	3,166	.809	3,319	.864	2,054	.100	3,010	.220	3,315	1.098	6,921	.317	3,820	.756	1	.002
43	Insurance	398	.102	162	.042	697	.034	271	.020	472	.156	2,013	.092	191	.038	25	.060
44	Relief department and pensions																
45	Franchise requirements																
46	General amortization																
47	Injuries to persons and property	2,410	.615			5,573	.272	1,380	.101	2,215	.733	3,905	.179	1,058	.209		
48	General stationery and printing																
49	Store and stable expenses																
50	Miscellaneous adjustments, balance																
51	Total general and miscellaneous expenses	5,974	1.526	3,821	.995	8,813	.430	7,036	.513	5,979	1.980	12,882	.591	5,367	1.062	26	.062
52	Total operating expenses	26,283	6.712	22,908	5.966	15,029	.733	19,763	1.444	18,833	6.235	25,197	1.155	20,778	4.112	1,543	3.085
53	Electric energy, in kilowatt hours:																
54	Generated																
55	Purchased																
	Sold																

<sup>2</sup> Per kw.h. generated.  
<sup>3</sup> Per kw.h. purchased.



TABLE 311 a: OPERATING STATISTICS, ELECTRICAL CORPORATIONS

The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in

Corp. No.	Electric energy produced or purchased during year			Electric energy disposed of during year			Rated capacity of generat- ing stations at close of year	Maximum load on outgoing lines	Coal consumed per k.w.h. generated	Average fuel cost per k.w.h. generated	Number of flat-rate con- sumers at close of year	Number of con- sumers' meters in service at close of year
	Generated		Purchased	Sold	Used by company	Lost or unaccounted for						
	By steam	By water										
	Kw.h.	Kw.h.	Kw.h.	Kw.h.	Kw.h.	Kw.h.	Kilowatts	Kilowatts	Lbs.	Cents		
E 1		505,619,620	<sup>2</sup> 117,857,823	596,722,326	2,408,617	24,346,500	82,433	76,980				141
E 2			257,220,107	237,027,514	2,951,885	17,240,708		51,724				1,197
E 3			56,380,175	39,421,480	591,288	16,367,407		15,710			14	23,276
E 4	6,132,303	34,048,300	229,522,586	244,651,276	<sup>3</sup>	<sup>3</sup> 25,051,913	7,800	66,521	3.83	0.51		76
E 5			21,886,548	18,440,777	469,676	2,976,095	4,000	5,500			57	16,558
E 6		<sup>4</sup> 283,301,489	<sup>4</sup> 274,833,614	<sup>4</sup> 274,833,614	<sup>4</sup> 2,859,026	<sup>4</sup> 5,608,849	56,300	57,200			12	50
E 7		228,872,882		223,469,528			51,400	37,200				6
E 8			9,835,888	8,640,542	120,238	1,075,108		2,403			3	5,787
E 9	7,554,700		9,312	4,604,391	235,599	2,724,022	6,525	2,560	3.79	0.52		6,957
E 10			16,925,283	<sup>5</sup> 15,905,076		<sup>5</sup> 1,020,207	6,300				2,256	5,212
E 11	7,785,919			5,948,222	94,919	1,742,778	3,500		4.53	0.49	6	3,786
E 12			28,945,538	25,464,050	39,448	3,442,040	7,500	5,828			25	1,810
E 13			27,164,240	25,657,298	4,579	1,502,363		5,827			4	263
E 14		32,205,100	13,000	<sup>6</sup> 28,971,628	64,275	3,182,196	15,600	16,900				
E 15			33,310,110	2,384,975							378	282
E 16				1,880,394	6,627	497,954					25	2,362
E 17			6,983,217	6,247,068	15,108	721,041		3,675				2,053
E 18	2,554,036		31,755	1,678,311	235,151	672,329	2,537	1,000	3.90	0.56	32	1,706
E 19			7,422,900	<sup>7</sup> 6,536,772	22,770	863,358		2,261			44	871
E 20		15,792,800	450,600	14,078,620	224,128	1,940,652	5,950	7,000			8	505
E 21a	1,421,100			1,043,352	12,156	365,592	1,500	780	4.35	0.52		1,204
E 21b	1,958,900			1,680,770			2,000	1,050				1,503
E 22	<sup>11</sup> 2,786,954			2,052,880	734,074		1,400	12,519	4.64	0.52		1,962
E 23	<sup>11</sup> 753		3,099,597	1,905,342	<sup>4</sup> 35,085	<sup>4</sup> 1,159,903	548	1,175			167	2,053
E 24	3,065,149			2,363,016	320,595	381,538	900	925	4.41	0.54		1,406
E 25	3,010,125			2,398,358	244,100	367,667	1,000	1,050	3.74	0.48	37	1,621
E 26		4,348,180		3,829,570			2,265				97	1,435
E 27		<sup>13</sup> 429,446	1,686,076	1,972,365		143,157	1,000	11,700			34	1,050
E 28		6,204,600	9,000	6,111,963	40,637	61,000	3,750	2,075				77
E 29	2,202,760			1,105,852			2,175	625	3.17	0.47	25	978
E 30		20,326,877		19,852,010		474,867	7,450	6,700				
E 31		3,540,580	1,683,765	3,165,687	6,950	2,051,708	1,360	1,270			51	781
E 32	745,770			603,438	<sup>4</sup> 10,000	<sup>4</sup> 132,332	1,000	400	5.83	1.17		945
E 33		651,840	1,201,673	1,171,153	19,877	662,483	200				1	855
E 34							872				78	452
E 35	469,140		187,000	505,805		150,335	490		7.21	1.27	14	1,019
E 36		140,550	1,318,037	1,208,831	6,571	243,185	90				3	942
E 37	627,800			371,709	13,688	242,403	575	3,200	8.28	1.42	3	593
E 38	718,289			520,977		197,312	500	280	8.46	1.49	60	715
E 39	245,400	135,003		787,373	7,388	185,702	550	519	1.25	0.24	1	668
E 40			650,314	488,544		191,770		280				1,001
E 41		1,416,605					1,050	508			126	863
E 42	<sup>15</sup>	<sup>15</sup> 1,563,035		1,532,541		30,494	1,323				7	396
E 43			1,865,729	1,648,779	1,200	215,750		643				21
E 44			1,017,549	984,964		32,585					3	542
E 45											44	729
E 46		1,266,304	176,815	1,075,030	150	367,939	420				33	505
E 47			2,341,457	2,076,338	<sup>4</sup> 20,000	<sup>4</sup> 245,119		1,044			2	125
E 48			3,313,366	3,084,650		228,716		1,554			3	12
E 49			1,111,190	961,952		149,238		412			61	548
E 50	<sup>15</sup>	<sup>15</sup> 916,107		352,293		563,814	781	300			156	527
E 51			549,900	391,571		158,329					8	956
E 52			724,145	383,977		340,168						782
E 53		2,049,460					750	775			27	834
E 54			1,370,731								101	588
E 55	428,409			302,042	5,000	121,367	475	41,660	8.84	1.24	13	551
E 56		2,180,860		2,180,860			1,070	310			315	30
E 57			675,387	505,333	4,300	165,754					29	415
E 58			62,691	41,755		20,936					1	60

<sup>2</sup> Energy supplied without charge under contract with respondent's subsidiary, Canadian Niagara Power Co.<sup>3</sup> Energy used by company is included with energy lost or unaccounted for.<sup>4</sup> Estimated.<sup>5</sup> Estimated distribution line losses are included with amount sold so that "Lost or unaccounted for" as reported refers to station losses only.<sup>6</sup> Includes 768,582 kw.h. delivered as water rent.<sup>7</sup> Includes 30,921 kw.h. supplied without direct charge to Village of Batavia under franchise requirements.<sup>11</sup> Of this amount, 734,074 kw.h. represents D.C. energy used by respondent in its Traction department.<sup>12</sup> During the year 336 tons of coal were consumed at emergency steam station.<sup>13</sup> Both steam and water-power are used for generation; amounts generated by each not separately reported.

## (CLASS A), YEAR ENDED DECEMBER 31, 1914

alphabetic order and their ranking on the basis of operating revenues see page 49.

Corp. No.	Name of corporation	Locality served <sup>1</sup>
E 1	Niagara Falls Power	Niagara Falls, North Tonawanda.
E 2	Cataract Power and Conduit	Buffalo.
E 3	Buffalo General Electric	Buffalo, Lackawanna, Blasdell*, Kenmore*, Williamsville*, Amherst†, Cheektowaga†, West Seneca†.
E 4	Niagara, Lockport and Ontario Power	Schenectady, Scotia*, Ballston†, Clifton Park†, Coloniet, Niskayuna†, Rexford†, Rotterdam†.
E 5	Schenectady Illuminating	Niagara Falls.
E 6	Cliff Electrical Distributing	Yonkers.
E 7	St. Lawrence River Power	Floral Park*, Great Neck*, Mineola*, Sea Cliff*, Baldwin†, Bayville†, Central Park†, East Norwich†, East Williston†, Garden City†, Glen Cove†, Hempstead†, Hicksville†, Hyde Park†, Locust Valley†, Manhasset†, Oyster Bay†, Port Washington†, Roslyn†, Syosett†, Thomaston†, Westbury†.
E 8	Yonkers Electric Light and Power	Niagara Falls.
E 9	Nassau Light and Power	Binghamton, Lestershire*, Dickinson†, Union†.
E 10	Buffalo and Niagara Falls Electric Light and Power	North Tonawanda, Tonawanda†, Pendleton†, Wheatfield†.
E 11	Binghamton Light, Heat and Power	Dunkirk, Lackawanna, Angola*, Blasdell*, Depew*, Fredonia*, Hamburg*, Lancaster*, Mayville*, Williamsville*, Cheektowaga†, West Seneca†.
E 12	Tonawanda Power	Schenectady, Schaghticoke*, Valley Falls*, Johnsonville†, Schaghticoke Mills†.
E 13	Niagara and Erie Power	Gouverneur*, Heuvelton*, Richville*, Colton†, Crary Mills†, Lisbon†.
E 14	Schenectady Power	Ithaca.
E 15	Northern Power	Amsterdam, Fort Johnson*, Fort Hunter†, Tribes Hill†.
E 16	Ithaca Electric Light and Power	Amityville*, Northport*, Babylon†, Huntington†, Islip†, Oyster Bay†, Smithtown†.
E 17	Edison Electric Light and Power, Amsterdam	Batavia*, Oakfield†, Alabama†, Newstead†.
E 18	Long Island Lighting	Amsterdam*, Canajoharie†, Fort Plain*, Palatine*†, St. Johnsville*†, Sharon Springs*, Manheim†, Minden†.
E 19	Genesee Light & Power	Olean†, Allegany†.
E 20	East Creek Light and Power	Olean†, Allegany*, Franklinville*.
E 21a	Olean Electric Light and Power (old) <sup>9</sup>	Cortland, Homer*, McGrawville*, Cortlandville†, Preble†.
E 21b	Olean Electric Light and Power (new) <sup>10</sup>	Jamestown, Celeron*, Falconer*, Busti†, Ellicott†.
E 22	Cortland County Traction	Waverly* <sup>12</sup>
E 23	Jamestown Lighting and Power	Fulton, Granby†, Volney†.
E 24	Sayre Electric	Bloomingdale*, Saranac Lake*, Ausable Forks†, Black Brook†, Brighton†, Franklin†, Harriettstown†, North Elba†, St. Armand†.
E 25	Fulton Light, Heat and Power	Ogdensburg.
E 26	Paul Smith's Electric Light and Power and Railroad	Fort Plain*, Nelliston*, Ephrata†.
E 27	Ogdensburg Power and Light	Chester†, Monroe†, Washingtonville*, Blooming Grove†, Warwick†, Woodbury†, Lighting districts of Florida, Harriman, Woodbury.
E 28	Mohawk Hydro-Electric	Potsdam*.
E 29	Orange and Rockland Electric	Carthage*, West Carthage*.
E 30	Hannawa Falls Water Power	Bellport*, Patchogue*, Blue Point†, Brookhaven†, Center Moriches†, East Moriches†, East Patchogue†, Eastport†, Medford†, Moriches†, Speonk†, Yaphank†.
E 31	Carthage Electric Light and Power <sup>11</sup>	Canandaigua†, Manchester†, Shortsville*, Hopewell†.
E 32	Patchogue Electric Light	Hornell.
E 33	Ontario Light and Traction	Huntington†.
E 34	Hornell Electric	Victor*, Penfield†, Perinton†, Pittsford†.
E 35	Huntington Light and Power	Southampton*, Bridgehampton†, East Quogue†, Good Ground†, Water Mill†.
E 36	Despatch Heat, Light and Power	Babylon*, Farmingdale*, Lindenhurst*, West Islip†.
E 37	Suffolk Light, Heat and Power	Hoosick Falls*, North Hoosick*, Hoosick†.
E 38	Babylon Electric Light	Webster*, East Williamston†, Ontario†, Ontario Center†, Pultneyville†, Sodust, West Webster†, Williamston†.
E 39	Twin State Gas and Electric (Hoosick Falls Div.)	Cambridge†, Greenwich*†, Schuylerville*, Victory Mills*, Easton†, Northumberland†, Saratoga†, White Creek†.
E 40	Sodus Gas and Electric Light	LeRoy*†.
E 41	Consolidated Electric	Avon†, Caledonia†, Lima†, Livonia†, Rush†, Wheatland†.
E 42	LeRoy Hydraulic Electric Gas	Rochester, Brighton†.
E 43	Livingston-Niagara Power	Bainbridge*, Sidney*, Unadilla*.
E 44	Eastern Monroe Electric Light and Gas	Baldwinsville*, Phoenix*, Lysander†, Schroeppe†, Van Buren†.
E 45	Standard Light, Heat and Power	Fulton, Oswego†, Baldwinsville*, Hannibal*†, Mexico*, Phoenix*, Granby†, Scriba†, Schroeppe†, Volney†.
E 46	Seneca River Power	Lockport.
E 47	Oswego River Power Transmission	Canajoharie*, Palatine Bridge*, Sharon Springs*, Ames†.
E 48	International Power and Transmission	Owego*, Tioga†.
E 49	Montgomery Electric Light and Power	Glen Cove†, Locust Valley†.
E 50	Owego Light and Power	Cooperstown*, Milford*, Richfield Springs*.
E 51	Glen Cove Light and Power	Croghan†, Lowville*, Denmark†, New Bremen†.
E 52	Colliers Light, Heat and Power	Potsdam*†.
E 53	Wetmore Electric	Liberty*†.
E 54	Potsdam Electric Light and Power	Gouverneur*, Hailsboro†.
E 55	Liberty Light and Power	Walden*.
E 56	Oswegatchie Light and Power	Hartwick†.
E 57	Wallkill Valley Electric Light and Power	
E 58	Hartwick Power	

<sup>1</sup> Names of cities are in black face type; names of incorporated villages are indicated by an asterisk (\*); names of towns and unincorporated villages by a dagger (†); in case of latter class reports do not always indicate whether a company operates in town or village, or both.

<sup>9</sup> Current supplied only at wholesale to distributing company.

<sup>10</sup> Report covers period January 1 to July 31, 1914; see Historical and Explanatory Statement.

<sup>11</sup> Report covers period August 1 to December 31, 1914; see Historical and Explanatory Statement.

<sup>12</sup> Also supplies energy in South Waverly, Sayre, and Athens, Penna.

<sup>13</sup> Report covers period January 1 to November 30, 1914; see Historical and Explanatory Statement.



TABLE 311 b: STREET LIGHTING STATISTICS, ELECTRICAL CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914

Only those corporations are included which report street lighting.

The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 49.

Corp. No.	Name of corporation	Locality served <sup>1</sup>	Hours burned per year	Schedule	Arc lamps at close of year <sup>2</sup>			Incandescent lamps at close of year		
					Number	Lamp terminal, watts	Price per lamp per year	Number	Candle-power	Price per lamp per year
E 3	Buffalo General Electric....	Buffalo.....	4,000	All night.....	2,764	450	Dollars 50.00	495	48	Dollars 7.50
					256	450	69.00			
					348	530	75.00			
					146	320	72.00			
					912	320	50.00			
		Lackawanna	4,000	All night.....	190	320	50.00			
		Blasdel*.....	4,000	All night.....	33	320	50.00			
E 5	Schenectady Illuminating....	Schenectady.....	3,936	½ hr. after sunset to ½ hr. before sunrise.....	929	320	60.00	2	16	16.00
					62	500	92.00			
					2	450	60.00			
			4,301	Sunset to sunrise.....	12	450	73.00			
		Scotia*.....	3,936	½ hr. after sunset to ½ hr. before sunrise.....				127	50	16.00
		Ballston†.....	3,936	½ hr. after sunset to ½ hr. before sunrise.....				22	75	18.00
		Colonie†.....	3,936	½ hr. after sunset to ½ hr. before sunrise.....				35	75	18.00
		Niskayuna†.....	3,936	½ hr. after sunset to ½ hr. before sunrise.....				85	25	10.00
			1,992	½ hr. after sunset to midnight.....				18	50	16.00
			1,992	½ hr. after sunset to midnight.....				6	16	5.00
		Rexford†.....	1,992	½ hr. after sunset to midnight.....				6	16	5.00
		Rotterdam†.....	3,936	½ hr. after sunset to ½ hr. before sunrise.....				58	16	10.00
E 8	Yonkers Electric Light and Power.	Yonkers.....	3,998	½ hr. after sunset to ½ hr. before sunrise.....	311	486	92.00	834	3	20.00
					6	486	Free	4 148		95.00
E 9	Nassau Light and Power....	Floral Park*.....	3,910	All night.....				4 42		117.00
		Sea Cliff*.....	3,910	All night.....				139	32	15.00
		Hempstead†.....	3,910	All night.....				251	32	15.00
								1,543	32	20.00
								93	32	15.00
		Oyster Bay†.....	3,910	All night.....				1,615	32	15.00
E 10	Buffalo and Niagara Falls El. Lt. & Pr.	Niagara Falls.....	4,000	All night.....	408	320	45.00	2		2.22
					297	490	45.00	35	5	1.00
								108	6	.60
			2,400	Until 1 a. m.....	7 122	528	7			
E 11	Binghamton Light, Heat and Power.	Binghamton.....	4,000	All night.....	7 102	528	7			
					131		65.00			20.00
					23		102.00	306		24.50
					7		115.00	8 38		89.50
		Lestershire*.....	4,000	All night.....	4		65.00	152		18.00
		Port Dickinson*.....	4,000	All night.....				33		20.00
E 12	Tonawanda Power.....	North Tonawanda.....	4,000	All night.....	292	430	50.00	6	32	20.00
		Tonawanda.....	4,000	All night.....	217	430	50.00	61	32	20.00
E 15	Northern Power.....	Gouverneur*.....		All night.....				9	32	15.00
		Heuvelton*.....		All night.....				54	10	72.00
		Richville*.....		Dusk to 1 a. m.....				25	10	10.00
		Colton†.....		All night.....				40	10	12.00
		Crary Mills†.....		Dusk to 1 a. m.....				15	10	10.00
		Lisbon†.....		All night.....				27	10	12.00
E 16	Ithaca Electric Light and Power.	Ithaca.....	3,650	All night.....	137	440	75.00	238	60	24.00
E 17	Edison El. Lt. & Pr., Amsterdam.	Amsterdam.....	3,924	All night.....	331	540	55.00	9	200	40.00
								68	80	25.00
E 18	Long Island Lighting.....	Fort Johnson*.....	1,385					11 83	32	12
		Amityville*.....	4,000	All night.....				128	32	20.00
		Northport*.....	4,000	All night.....				126	32	20.00
		Babylon†.....	4,000	All night.....				31	32	20.00
		Huntington†.....	4,000	All night.....				26	32	20.00
		Islip†.....	4,000	All night.....	8	445	110.00	390	25	18.00
								93	32	20.00
E 19	Genesee Light and Power....	Oakfield*†.....	4,000	All night.....				4	40	20.06
			2,000	Until midnight.....				34	40	18.75
E 20	East Creek Electric Light and Power.	St. Johnsville*.....	4,000	All night.....	11	450	60.00	29	60	28.20
								62	40	18.72
								1	32	15.00
		Minden†.....	4,000	All night.....				3 1/2	40	18.72
		St. Johnsville†.....	4,000	All night.....				4 1/2	40	18.72
E 21b	Olean Electric Light and Power.	Olean.....	4,000	All night.....	128	320	60.00	114	32	10.00
			4,000	Until midnight.....				318	60	6.87
				All night.....				212	60	13.74
		Allegany*.....	4,000	All night.....				40	32	12.00
								6	32	9.00
E 22	Cortland County Traction..	Franklinville*.....	4,000	All night.....				125	32	15.00
		Cortland.....		All night.....	187	350	69.35	19	16	12.00
								26	500	80.30
		Homer*.....		Dusk to 1 a. m.....	52	350	47.45			
		McGrawville*.....		Dusk to 11:30 p. m.....				72	40	11.43
		Cortlandville†.....		Dusk to 1 a. m.....	1	350	82.80			
E 23	Jamestown Lighting and Power.	Celoron*.....	3,525					41	24	13
E 24	Sayre Electric <sup>14</sup> .....	Waverly*.....	4,000		2	450	68.00	177	80	23.00
E 25	Fulton Light, Heat and Power.	Fulton.....	4,000	All night.....				4	80	18.55
								216	100	20.50
								172	250	28.25
								40	400	38.55
E 26	Paul Smith's El. Lt. & Pr. & R.R.	Bloomington*.....	4,200	All night.....				20	60	20.00
								3	400	Free
E 27	Ogdensburg Power and Light	Saranac Lake*.....	4,200	All night.....	26	450	55.00	238	60	17.50
E 28	Mohawk Hydro-Electric....	Ogdensburg.....			136	480	15	170	60	15
		Nelliston*.....	4,000	All night.....	4	450	55.00	26	100	26.00
								6	100	16 55.00
		Ephratah†.....	4,000	All night.....				8	16	Free
E 29	Orange and Rockland Electric.	Chester*.....	3,500	All night.....				70	25	15.00
		Monroe†.....	3,500	All night.....				70	25	15.00
			3,500	All night.....				41	32	15.00
		Washingtonville*.....	3,500	All night.....				35	25	15.00
		Florida Ltg. Dist.....	3,500	All night.....				30	32	15.00
		Harriman Ltg. Dist.....	3,500	All night.....				27	25	15.00
		Woodbury Ltg. Dist.....	3,500	All night.....				292	25	15.00

<sup>1</sup> Names of cities are in **black face type**; names of incorporated villages are indicated by an asterisk (\*); names of towns and unincorporated villages by a dagger (†); in case of latter class reports do not always indicate whether a company operates in town or village, or both. <sup>2</sup> All arc lamps are enclosed type except as noted. <sup>3</sup> Lamps are 55-watt. <sup>4</sup> Ornamental posts, each post containing 4 60-watt and 1 100-watt incandescent lamps. <sup>5</sup> Lamps are 100-watt. <sup>6</sup> Lamps are 60-watt. <sup>7</sup> Lamps owned by City of Niagara Falls and operated for decorative street lighting under an agreement by which current for such purposes is furnished free by the Cliff Electrical Distributing Co. and Niagara Falls Power Co. and distributed free by the Buffalo

and Niagara Falls Electric Light and Power Co. <sup>8</sup> Clusters of lamps. <sup>9</sup> Lamps on memorial arch, number and candle-power not given. <sup>10</sup> Lamps are 50-watt. <sup>11</sup> Owned by Village of Fort Johnson. <sup>12</sup> Current supplied at \$0.075 per k.w.h. <sup>13</sup> \$0.10 per k.w.h. first 30 k.w.h. each month; \$0.05 per k.w.h. all additional. <sup>14</sup> This corporation also supplies certain localities in Pennsylvania with 8 450-watt arc, 153 80-c.p. incandescent, and 200 60-c.p. incandescent street lamps. <sup>15</sup> Contract with City of Ogdensburg provides that respondent shall furnish 136 arc and 170 incandescent lamps for \$10,500 yearly. <sup>16</sup> Per cluster of three lamps.

TABLE 311 b: STREET LIGHTING STATISTICS, ELECTRICAL CORPORATIONS (CLASS A), YEAR ENDED  
DECEMBER 31, 1914 (concluded)

Only those corporations are included which report street lighting.

The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 49.

Corp. No.	Name of corporation	Locality served <sup>1</sup>	Hours burned per year	Schedule	Arc lamps at close of year <sup>2</sup>			Incandescent lamps at close of year		
					Number	Lamp terminal, watts	Price per lamp per year	Number	Candle-power	Price per lamp per year
					<i>Dollars</i>			<i>Dollars</i>		
E 32	Patchogue Electric Light.....	Bellport*.....	4,000	All night.....				61	32	20.00
		Patchogue*.....	4,000	All night.....				107	40	20.00
								50	60	23.00
		Blue Point†.....	4,000	All night.....				63	32	20.00
		Center Moriches†.....	4,000	All night.....				116	32	20.00
		East Moriches†.....	4,000	All night.....				7	32	20.00
		Eastport†.....	4,000	All night.....				15	32	20.00
		North Patchogue†.....	4,000	All night.....				19	32	20.00
		Swan River†.....	4,000	All night.....				57	32	20.00
		Swan River Crossing†.....	4,000	All night.....				1	32	20.00
E 33	Ontario Light and Traction.....	West Patchogue†.....	4,000	All night.....				42	25	18.00
		Canandaigua.....	4,000	All night.....	135	288	65.00	1	40	18.00
								5	200	42.00
		Manchester*.....	4,000	All night.....				36	40	18.00
								3	80	24.00
		Shortsville*.....	4,000	All night.....				40	40	18.00
								11	80	24.00
								3	200	42.00
								3	40	18.00
								90	48	16.00
E 34	Hornell Electric.....	Hornell.....	4,015	All night.....	116	480	76.00	258	32	20.00
E 35	Huntington Light and Power.....	Huntington†.....	2,900	All night.....				23	60	20.00
E 36	Despatch Heat, Light and Power.....	East Rochester*.....	4,000	All night.....				64	80	24.00
								17	200	42.00
								17	40	18.00
								14	80	24.00
								21	200	42.00
								12	60	18.00
								4	80	20.00
								1	200	35.00
								2	60	18.00
								37	80	24.00
E 37	Suffolk Light, Heat and Power.....							21	200	42.00
		Southampton*.....	3,886	All night.....	5	240	17 90.00	160	32	20.00
		Bridgehampton†.....	3,886	All night.....				46	32	18.00
		East Quogue†.....	3,886	All night.....				44	32	18.00
		Good Ground†.....	3,886	All night.....				96	32	18.00
		Babylon*.....	4,200	All night.....				157	32	20.00
		Farmingdale*.....	4,200	All night.....				68	32	20.00
		Lindenhurst†.....	4,200	All night.....				47	32	20.00
		Hoosick Falls*.....	3,800	All night.....	32	500	62.50	94	32	17.50
								45	60	27.50
E 39	Twin State Gas and Electric (Hoosick Falls Division)	Hoosick†.....	2,650	Until 2 a. m.....	16	500	50.00	4	32	20.00
		North Hoosick†.....	2,650	Until 2 a. m.....				27	32	20.00
		Webster*.....	4,000	All night.....				71	20	15.00
		East Williamson†.....	4,000	All night.....				14	16	15.00
		Ontario†.....	4,000	All night.....				40	32	20.00
		Pultneyville†.....	4,000	All night.....				20	16	15.00
		Sodus†.....	4,000	All night.....				123	32	20.00
		West Webster†.....	4,000	All night.....				8	32	20.00
		Williamson†.....	4,000	All night.....				93	16	14.28
		Schuylerville*.....		All night.....	23	550	57.50	26	25	10.00
E 41	Consolidated Electric.....	Victory Mills*.....		All night.....	10	550	50.00	15	25	10.00
		Cambridge†.....		All night.....				141	25	12.00
		Greenwich†.....		All night.....	52	550	50.00	11	25	10.00
		LeRoy*.....	1,600	Moonlight <sup>18</sup> .....	61	500	60.00	6	60	20.00
								65	60	22.50
								52	60	18.00
								35		<sup>19</sup> 1,480.00
								96		<sup>19</sup> 1,820.00
								26		<sup>19</sup> 1,575.00
								7	16	16.00
E 42	LeRoy Hydraulic Electric Gas.....							60	250	25.00
								29	48	15.00
								1	48	Free
		Canajoharie*.....	4,000	All night.....				92	150	33.62
		Palatine Bridge*.....	4,000	All night.....				23	120	30.70
		Sharon Springs*.....	4,000	All night.....				46	100	26.09
		Ames†.....	4,000	All night.....				12	65	20.83
		Lights for River Br.....	4,000	All night.....				2		50.00
		Owego*.....	3,660	All night.....	69	400	68.25	165	48	10.80
								47	80	18.00
E 44	Eastern Monroe Electric Lt. and Gas							6	200	45.00
								150	60	22.50
								32	60	22.50
								59	200	45.00
									60	22.50
								15	32	5.00
								2	32	12.00
								21	32	12.00
								4	32	5.00
								12	32	12.50
E 45	Standard Light, Heat and Power....							80	32	
								14	100	
								11	60	<sup>20</sup> 1,600.00
								5	16	
								15	32	10.00
								160	32	18.50
								8	280	80.00
								1	600	
								23	60	22.50
		E 46	Seneca River Power.....							
E 47	Oswego River Power Transmission...									
E 49	Montgomery Electric Lt. & Power...									
E 50	Owego Light and Power.....									
E 52	Colliers Light, Heat and Power.....									
E 53	Wetmore Electric.....									
E 55	Liberty Light and Power.....									
E 56	Oswegatchie Light and Power.....									
E 57	Wallkill Valley Elec. Lt. and Power..									
E 58	Hartwick Power.....									

<sup>1</sup> Names of cities are in **black face** type; names of incorporated villages are indicated by an asterisk (\*); names of towns and unincorporated villages by a dagger (†); in case of latter class reports do not always indicate whether a company operates in town or village, or both.

<sup>2</sup> All are lamps are enclosed

type except as noted. <sup>17</sup> Approximately. <sup>18</sup> For 22 nights each month lamps are run from dusk until 1 a. m. <sup>19</sup> Price per year for all lamps in village. <sup>20</sup> Price per year for all lamps, including those used for lighting municipal buildings and hose rooms.



TABLE 314: ACCIDENTS TO PERSONS, ELECTRICAL CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914

The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 49.

Corp. No.	Name of corporation	Number of employees		Employees		Other persons	
		Latest June payroll	Latest December payroll	Killed	Injured	Killed	Injured
E 1	Niagara Falls Power.....	223	218	.....	17	.....	.....
E 2	Cataract Power and Conduit.....	130	132	.....	14	.....	.....
E 3	Buffalo General Electric.....	273	281	1	36	4	26
E 4	Niagara, Lockport and Ontario Power.....	162	142	.....	2	.....	.....
E 5	Schenectady Illuminating.....	191	157	.....	36	.....	.....
E 6	Cliff Electrical Distributing.....	57	54	.....	3	.....	.....
E 7	St. Lawrence River Power.....	597	231	1	16	.....	.....
E 8	Yonkers Electric Light and Power.....	119	120	.....	8	.....	.....
E 9	Nassau Light and Power.....	127	129	1	2	.....	.....
E 10	Buffalo and Niagara Falls Electric Light and Power.....	65	61	.....	6	.....	.....
E 11	Binghamton Light, Heat and Power.....	46	58	.....	5	.....	.....
E 12	Tonawanda Power.....	27	28	.....	2	.....	1
E 13	Niagara and Erie Power.....	7	7	.....	2	.....	.....
E 14	Schenectady Power.....	30	22	.....	2	.....	.....
E 15	Northern Power.....	20	26	.....	4	.....	1
E 16	Ithaca Electric Light and Power.....	19	21	.....	1	.....	.....
E 17	Edison Electric Light and Power, Amsterdam.....	32	24	.....	3	.....	.....
E 18	Long Island Lighting.....	41	43	.....	.....	.....	.....
E 19	Genesee Light and Power.....	18	18	.....	.....	.....	.....
E 20	East Creek Electric Light and Power.....	21	21	.....	.....	.....	.....
E 21a	Olean Electric Light and Power (old) <sup>1</sup> .....	.....	41	.....	.....	.....	.....
E 21b	Olean Electric Light and Power (new) <sup>2</sup> .....	.....	39	.....	.....	.....	.....
E 22	Cortland County Traction.....	24	22	.....	8	.....	1
E 23	Jamestown Lighting and Power.....	25	24	.....	1	.....	.....
E 24	Sayre Electric.....	19	30	.....	.....	.....	.....
E 25	Fulton Light, Heat and Power.....	35	24	.....	3	.....	.....
E 26	Paul Smith's Electric Light and Power and Railroad.....	34	19	.....	.....	.....	.....
E 27	Ogdensburg Power and Light.....	15	12	.....	.....	.....	.....
E 28	Mohawk Hydro-Electric.....	14	13	.....	.....	.....	.....
E 29	Orange and Rockland Electric.....	24	28	.....	3	1	.....
E 30	Hannawa Falls Water Power.....	53	60	.....	.....	.....	.....
E 31	Carthage Electric Light and Power <sup>3</sup> .....	15	14	.....	2	.....	1
E 32	Patchogue Electric Light.....	10	10	.....	1	.....	.....
E 33	Ontario Light and Traction.....	16	16	.....	3	.....	.....
E 34	Hornell Electric.....	23	37	.....	2	.....	.....
E 35	Huntington Light and Power.....	12	12	.....	.....	.....	.....
E 36	Despatch Heat, Light and Power.....	13	12	1	3	.....	.....
E 37	Suffolk Light, Heat and Power.....	14	11	.....	.....	.....	.....
E 38	Babylon Electric Light.....	20	22	.....	.....	.....	.....
E 39	Twin State Gas and Electric (Hoosick Falls Division).....	19	15	.....	.....	.....	.....
E 40	Sodus Gas and Electric Light.....	12	12	.....	.....	.....	.....
E 41	Consolidated Electric.....	20	15	.....	3	1	.....
E 42	LeRoy Hydraulic Electric Gas.....	18	16	.....	8	.....	1
E 43	Livingston-Niagara Power.....	8	8	.....	.....	.....	.....
E 44	Eastern Monroe Electric Light and Gas.....	3	3	.....	.....	.....	.....
E 45	Standard Light, Heat and Power.....	10	9	.....	.....	.....	.....
E 46	Seneca River Power.....	9	9	.....	.....	.....	.....
E 47	Oswego River Power Transmission.....	10	9	.....	.....	.....	1
E 48	International Power and Transmission.....	.....	.....	.....	.....	.....	.....
E 49	Montgomery Electric Light and Power.....	4	4	.....	1	.....	.....
E 50	Owego Light and Power.....	11	12	.....	.....	.....	.....
E 51	Glen Cove Light and Power.....	13	13	.....	.....	.....	.....
E 52	Colliers Light, Heat and Power.....	13	15	.....	.....	.....	.....
E 53	Wetmore Electric.....	11	10	.....	1	.....	.....
E 54	Potsdam Electric Light and Power.....	13	9	.....	1	.....	.....
E 55	Liberty Light and Power.....	16	16	.....	.....	.....	.....
E 56	Oswegatchie Light and Power.....	16	14	.....	.....	.....	.....
E 57	Wallkill Valley Electric Light and Power.....	37	25	.....	.....	.....	.....
E 58	Hartwick Power.....	7	7	.....	.....	.....	.....
	Totals.....	2,814	2,454	4	199	6	32

<sup>1</sup> Report covers period January 1 to July 31, 1914; see Historical and Explanatory Statement.

<sup>2</sup> Report covers period August 1 to December 31, 1914; see Historical and Explanatory Statement.

<sup>3</sup> The salaries of all clerks and executives of this corporation are paid by the Rochester Railway and Light Company.

<sup>4</sup> "All labor furnished from outside sources."

<sup>5</sup> Respondent states that it has no employees.

<sup>6</sup> Report covers period January 1 to November 30, 1914; see Historical and Explanatory Statement.

## ELECTRICAL AND GAS CORPORATIONS (CLASS A)

Electrical and Gas Corporations of Class A are those whose operating revenues for the three years next preceding that covered by the latest annual report to the Commission have averaged over \$25,000 per annum in either the Electric department or the Gas department. The figures following the name give the order in which the corporation appears in the tables.

Adirondack Electric Power Corporation.....	EG 6	Orange County Lighting Company.....	EG 25
Albany Southern Railroad Company.....	EG 20	Peekskill Lighting and Railroad Company.....	EG 22
Central Hudson Gas and Electric Company.....	EG 7	Peoples Gas and Electric Company of Oswego.....	EG 19
Central New York Gas and Electric Company.....	EG 14	Plattsburgh Gas and Electric Company.....	EG 26
Cohoes Gas Light Company.....	EG 23	Port Jervis Light and Power Company.....	EG 28
Corning Light and Power Corporation.....	EG 30	Rochester Railway and Light Company.....	EG 1
Depew and Lancaster Light, Power and Conduit Company, The <sup>1</sup> .....	EN 1	Rockland Light and Power Company.....	EG 13
Elmira Water, Light and Railroad Company <sup>2</sup> .....	EGN 1	Rome Gas, Electric Light and Power Company, The.....	EG 15
Empire Gas and Electric Company.....	EG 10	Southern Dutchess Gas and Electric Company, The.....	EG 31
Fulton County Gas and Electric Company.....	EG 12	Suffolk Gas and Electric Light Company.....	EG 29
Glens Falls Gas and Electric Light Company.....	EG 24	Swett, A. L., Electric Light and Power Company.....	EG 21
Halfmoon Light, Heat and Power Company, The.....	EG 36	Syracuse Lighting Company.....	EG 3
Kingston Gas and Electric Company.....	EG 18	Troy Gas Company.....	EG 8
Lockport Light, Heat and Power Company.....	EG 16	United Gas, Electric Light and Fuel Company of Sandy Hill and Fort Edward, New York.....	EG 34
Malone Light and Power Company.....	EG 33	Upper Hudson Electric and Railroad Company.....	EG 27
Municipal Gas Company of the City of Albany.....	EG 4	Utica Gas and Electric Company.....	EG 5
Niagara Falls Gas and Electric Light Company.....	EG 32	Watertown Light and Power Company.....	EG 11
Northern New York Utilities, Inc.....	EG 9	Westchester Lighting Company.....	EG 2
Northern Westchester Lighting Company.....	EG 17		
Oneonta Light and Power Company.....	EG 35		

<sup>1</sup> Electrical and natural gas corporation.

<sup>2</sup> Electrical, manufactured gas, and natural gas corporation.



TABLE 301: BALANCE SHEET, ELECTRICAL AND GAS

Figures in *italics* denote *credit* balances on the assets side or *debit* balances on the liabilities side.  
The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names

L. No.	Rochester Railway & Light EG 1	Westchester Lighting EG 2	Syracuse Lighting EG 3	Municipal Gas, Albany EG 4	Utica Gas & Electric EG 5	Adirondack Electric Power Corp. EG 6	Central Hudson Gas & Electric EG 7	Troy Gas EG 8	Northern New York Utilities, Inc. EG 9	L. No.
	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	67,571	55,345	365,965	55,485	43,721	142,705	91,306	146,912	25,652	1
2	597,977	1,133,899	340,025	220,489	841,897	288,678	165,021	104,791	203,044	2
3	260,212	348,283	198,480	126,098	116,667	98,677	94,484	97,947	82,240	3
4	41,460	756,657		1,655,565	75,260	1,300	139,282	888,639	61,886	4
5			6,162,165	1,822,655	5,174,528	16,612,146		1,272,514	2,466,737	5
6	23,228,719	36,466,814	5,448,169	3,070,831	3,333,518	383,638	3,893,940	1,730,475	610,587	6
7		2,879	121,899	79,140					21,451	7
8	1,909,087	342,032			595,560	80,951	81,696	61,496	215,958	8
9										9
10	25,105,026	39,105,910	12,636,704	7,030,263	10,181,151	17,608,095	4,465,729	4,302,773	3,687,555	10
11	2,198,293	2,388,165	235,770	998,286	489,921	97,323	397,875	77,944	380,071	11
12	12,823,000	22,405,000	7,904,000		5,302,000	5,000,000	2,090,300	1,150,000	2,102,500	12
13										13
14	220,621		247,182	708,389	125,005	16,580		516,413	206,283	14
15	108,217	1,812,745	11,735	25,184	5,726	131,558	107,866	16,750	9,967	15
16	9,496,000	12,500,000	4,000,000	2,000,000	2,000,000	12,000,000	1,727,500	2,250,000	966,200	16
17	258,895		238,017	3,298,403	2,258,499	362,634	123,898	291,666	22,533	17

<sup>1</sup> Includes \$324,910 common stockholders' liability account, representing unpaid balances on subscriptions to stock not called; \$60,461 construction work in progress; and \$94,243 Rochester Railway and Light Company consolidated general mortgage bonds held for exchange for stock of constituent companies.

<sup>2</sup> Includes \$1,707,171 renewal and contingency (optional) reserve.  
<sup>3</sup> Includes \$203,612 construction work in progress, and \$303,570 debt discount and expense of which \$283,229 was charged to the suspense account in correction of an entry made in 1909 charging the entire amount to surplus.

TABLE 302: INCOME AND CORPORATE SURPLUS OR DEFICIT ACCOUNTS, ELECTRICAL

Figures in *italics* denote *losses* during year and *deficits*.  
The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names

L. No.	Rochester Railway & Light EG 1	Westchester Lighting EG 2	Syracuse Lighting EG 3	Municipal Gas, Albany EG 4	Utica Gas & Electric EG 5	Adirondack Electric Power Corp. EG 6	Central Hudson Gas & Electric EG 7	Troy Gas EG 8	Northern New York Utilities, Inc. EG 9	L. No.
	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	2,120,739	1,205,531	1,205,179	659,189	789,133	1,134,888	540,074	354,775	81,902	1
2	1,107,617	1,457,576	647,218	340,542	306,688	707,270	342,991	187,490	22,180	2
3	151,971	63,675	65,536	45,735	43,500	50,288	25,165	27,297	5,051	3
4	5,335	3,924	13,844	1,773	2,543	2,844	2,288	626	140	4
5	1,264,922	525,175	726,598	338,050	352,731	760,402	370,444	215,413	27,370	5
6	855,817	680,356	478,581	271,139	436,402	374,485	169,630	139,362	54,532	6
7	1,522,015	1,868,144	828,503	614,260	456,457	89,827	319,631	364,324	15,870	7
8	851,153	1,200,712	509,682	392,501	314,700	73,242	204,003	223,296	12,048	8
9	93,098	127,351	59,258	55,250	27,150	6,405	13,567	32,041	865	9
10	5,645	7,815	13,616	2,271	2,368	432	1,401	376	52	10
11	949,895	1,335,878	582,557	450,022	344,218	80,079	218,971	255,713	12,965	11
12	572,120	532,266	245,946	164,237	112,239	9,748	100,659	108,611	2,905	12
13	53,525		5,016				23,561		7,582	13
14	39,421		4,766				19,662		6,777	14
15	14,104		251				3,898		805	15
16	1,442,041	1,212,622	724,777	435,376	548,641	384,233	274,188	247,973	58,242	16
17	57,763	1,574	501	10,736	6,840	3,358	3,566	395	1,568	17
18	11,829	50,998	5,595	68,606	38,337	3,131	3,019	40,634	1,151	18
19	2,262	4,500		13,035			1,500	9,000		19
20				160	710	305				20
21	9,368	631	27	4,415	4,299	8,790	1,255	822	700	21
22	62,487	56,441	6,069	88,123	41,588	1,995	6,829	49,206	2,020	22
23	1,504,528	1,269,063	730,847	523,499	590,229	382,238	281,017	297,179	60,262	23
24	625,610	1,020,250	401,326		264,433	250,000	110,598	51,042	19,094	24
25	77,792	116,368	699	43,417	11,656	646	645	915	16,536	25
26									833	26
27										27
28	6,933				5,415	857	3,964	447		28
29										29
30	3,171					1,246			1,083	30
31	2,530				7,158	628	4,342		1,146	31
32	716,037	1,136,618	402,025	43,417	288,662	253,378	119,550	52,404	38,692	32
33	788,491	132,445	328,822	480,082	301,567	128,860	161,467	244,775	21,569	33
34	109,439	41,958	189,183	3,018,363	1,877,569	333,240	114,163	1,696,833		34
35	71		2,183	837		86	44			35
36	5,281	1,573		15,298	283,229	6,524	9,975	25,095	10,786	36
37	149,890		70,000							37
38	454,874		210,000	200,000	200,000		138,200	1,675,000	7,360	38
39	11,515	297,215	5,932			345	15,936	295	1,712	39
40						98,818				40
41	1,632					268				41
42	26,476	136,877	2,170	10,245	3,865	6,645	7,615	30	750	42
43	258,895	342,032	238,017	3,298,403	2,258,499	362,634	123,898	291,666	22,533	43

<sup>1</sup> \$141,089 reported by company as "Contingent expenses, electric," and \$156,126 reported by company as "Contingent expenses, gas," is excluded from operating expenses and shown as an appropriation from surplus, since it is credited to an optional reserve which at the discretion of the company's directors may be used for any purpose whatever.

<sup>2</sup> Represents the excess of actual over estimated repairs formerly credited to surplus and charged to "Accrued amortization of capital," which entries were reversed during the year.

<sup>3</sup> Bond discount and expense incorrectly charged to surplus in 1909.

<sup>4</sup> Income account for electric operations covers a period February 1 to December 31, 1914; for gas operations December 1 to 31, 1914; see Historical and Explanatory Statement.

## CORPORATIONS (CLASS A), DECEMBER 31, 1914

in alphabetic order and their ranking on the basis of operating revenues see page 91.

L. No.	Item	Empire Gas & Electric EG 10	Watertown Light & Power EG 11	Fulton County Gas & Electric EG 12	Rockland Light & Power EG 13	Central New York Gas & El. EG 14	Rome Gas, Electric Lt. & Pr. EG 15	L. No.
		Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	
1	Cash.....	5,809	73,574	116,529	57,032	8,085	3,277	1
2	Other current assets.....	221,174	457,855	60,559	75,009	115,625	30,909	2
3	Materials and supplies.....	57,452	48,305	56,671	48,689	48,716	37,924	3
4	Miscellaneous investments.....	463,705	58,211	40,750	128,298	4,125	400	4
5	Fixed capital, electric.....	1,248,766	1,431,768	2,486,244	1,355,769	1,070,220	1,104,048	5
6	Fixed capital, gas.....	1,621,801	610,429		196,846	383,917		6
7	Fixed capital, other departments.....	58,527	21,451			102,224		7
8	Miscellaneous temporary debits.....	276,457	146,553	9,488	343,102	180,888	12,180	8
9	Corporate deficit.....							9
10	Total.....	3,953,689	2,848,148	2,770,241	2,204,746	1,913,799	1,188,738	10
11	Unfunded debt.....	245,792	364,817	72,541	188,845	234,476	256,939	11
12	Funded debt.....	2,512,000	1,654,500	1,387,000	880,200	1,130,000	400,000	12
13	Reserve for replacement and renewals.....							13
14	Accrued amortization of capital.....	143,812	158,854	216,149	260,427	65,394	84,125	14
15	Other reserves and suspense credits.....	50,297	5,801	2,685	12,863		1,752	15
16	Capital stocks.....	1,000,000	653,400	1,030,000	800,000	450,000	400,000	16
17	Corporate surplus.....	1,788	10,775	61,866	62,412	33,929	45,922	17

\* Includes \$93,000 "Unamortized depreciation suspense".

\* Includes \$185,930 "Other intangible capital to be amortized".

\* Balance sheet as of November 30, 1914; see Historical and Explanatory Statement.

## AND GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914

in alphabetic order and their ranking on the basis of operating revenues see page 91.

L. No.	Item	Empire Gas & Electric EG 10	Watertown Light & Power EG 11	Fulton County Gas & Electric EG 12	Rockland Light & Power EG 13	Central New York Gas & El. EG 14	Rome Gas, Electric Lt. & Pr. EG 15	L. No.
		Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	
1	Electric operating revenues.....	209,424	227,851	205,074	274,999	242,748	149,853	1
2	Electric operating expenses.....	157,087	125,391	129,252	164,707	170,651	98,867	2
3	Taxes assigned to electric operations.....	15,518	8,094	8,875	12,844	10,266	6,775	3
4	Uncollectible bills, electric.....		1,143	1,059	634	386	338	4
5	Total electric revenue deductions.....	172,605	134,628	139,187	178,185	181,304	105,980	5
6	Income from electric operations.....	36,820	93,223	65,886	96,814	61,444	43,873	6
7	Gas operating revenues.....	269,275	135,178	158,383	42,827	49,794	98,558	7
8	Gas operating expenses.....	170,736	100,556	96,834	38,176	35,178	65,477	8
9	Taxes assigned to gas operations.....	15,518	4,917	10,291	2,595	3,422	6,441	9
10	Uncollectible bills, gas.....	157	566	818	140	48	176	10
11	Total gas revenue deductions.....	186,411	106,039	107,943	40,911	38,649	72,094	11
12	Income from gas operations.....	82,863	29,139	50,440	1,916	11,145	26,464	12
13	Gross revenue from other operations.....	26,276	46,624			35,483		13
14	Revenue deductions from other operations.....	957	50,428			2,731		14
15	Income from other operations.....	25,320	3,804			32,752		15
16	Total operating income.....	145,003	118,558	116,326	98,730	105,342	70,337	16
17	Non-operating revenues:							
18	Rents.....	3,380	12,760		345	355	173	17
19	Interest.....	5,507	17,937	3,190	4,109		16	18
20	Dividends.....	35,000		2,400				19
21	All other non-operating revenues.....							20
22	Non-operating revenue deductions.....		4,821		68	29	70	21
23	Total non-operating income.....	43,887	25,876	5,590	4,386	326	120	22
24	Gross income.....	188,890	144,434	121,916	103,117	105,668	70,457	23
25	Income deductions:							
26	Interest on funded debt.....	122,692	75,831	71,443	42,258	54,369	20,000	24
27	Other interest deductions.....	4,057	12,130	2,483	11,615	10,973	2,159	25
28	Rent of other electric plant.....		8,167			1,775		26
29	Rent of other gas plant.....							27
30	Other rent deductions.....	202				10	1,375	28
31	Sinking fund accruals.....				4,600			29
32	Other contractual deductions.....		11,917			91		30
33	Amortization charged to income.....	6,611	2,526		2,583	6,943		31
34	Total deductions from income.....	133,562	110,571	73,926	61,057	74,160	23,534	32
35	Net corporate income.....	55,328	33,863	47,990	42,060	31,507	46,923	33
36	Surplus or deficit at beginning of period.....	5,571	27,701	1,114,023	92,224	38,347	39,481	34
37	Bad debts collected.....	6		162	60	4		35
38	Other additions to surplus.....		4,254	781	12,178			36
39	Dividends declared:							
40	On preferred stocks.....	16,703			6,000	15,000		37
41	On common stock.....	38,500	52,272	51,500	35,220	20,000	39,481	38
42	Appropriations from surplus.....	2,407	2,771			745	1,000	39
43	Realized depreciation not covered by reserves.....			2,595				40
44	Bad debts written off.....	1,449			539	185		41
45	Other deductions from surplus.....	57		1,046,995	42,352			42
46	Surplus or deficit at close of period.....	1,788	10,775	61,866	62,412	33,929	45,922	43

\* Income account covers period January 1 to November 30, 1914; see Historical and Explanatory Statement.

\* Includes \$924,000 and \$121,749 concurrently credited to the undistributed account "Property, franchises, and rights," and to "Accrued amortization of

capital," respectively, in adjustment of entry made in 1908 debiting these accounts and crediting surplus on the retirement of securities.

\* Includes \$40,012 net debit resulting from changes in fixed capital accounts after examination by the Commission's examiners and engineers.



TABLE 301: BALANCE SHEET, ELECTRICAL AND GAS

Figures in *italics* denote *credit balances* on the assets side or *debit balances* on the liabilities side.  
The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names

L. No.	Lockport Light, Heat & Power EG 16	Northern Westchester Lighting EG 17	Kingston Gas & Electric EG 18	Peoples Gas & Electric, Oswego EG 19	Albany Southern Railroad EG 20	Swett, A. L., Electric Lt. & Pr. EG 21	Peekskill Lighting & R.R. EG 22	Cohoes Gas Light EG 23	Glens Falls Gas & El. Light EG 24	L. No.
1	<i>Dollars</i> 2,152	<i>Dollars</i> 9,362	<i>Dollars</i> 5,646	<i>Dollars</i> 42,450	<i>Dollars</i> 42,198	<i>Dollars</i> 4,403	<i>Dollars</i> 9,129	<i>Dollars</i> 28,386	<i>Dollars</i> 2,977	1
2	63,806	62,986	39,979	29,073	36,630	26,390	34,518	64,460	21,401	2
3	17,435	41,401	34,837	49,394	87,649	21,267	35,308	21,574	15,753	3
4	400	3,485	3,468	12,200	140		10 112,463	117,153		4
5	496,656					943,660	511,940	112,664	338,946	5
6	357,412	2,096,197	1,797,941	1,456,038	4,674,437	27,140	417,837	197,060	366,320	6
7	188,193						638,977			7
8	7 192,982	183	2,823	9 189,194	259,611	37,726	1,360		15,591	8
9									114,962	9
10	1,319,037	2,193,615	1,884,694	1,778,349	5,100,665	1,060,586	1,761,533	541,298	875,951	10
11	220,456	648,562	446,551	246,622	174,692	348,262	141,865	268	428,996	11
12	750,000	643,000	700,000	705,000	1,302,000	321,500	646,000		250,000	12
13								152,361		13
14	173,192		16,502	18,417	14,007	26,851			6,956	14
15	208	8 79,850	2,558	197	24,265	4,491	11 71,442			15
16	150,000	804,000	700,000	600,000	3,404,000	300,000	650,000	200,000	190,000	16
17	25,191	18,204	19,083	208,114	181,700	59,482	252,226	188,668		17

<sup>7</sup> Includes \$150,000 "Unamortized depreciation suspense".

<sup>8</sup> Includes \$74,919 renewal and contingency (optional) reserve.

<sup>9</sup> Includes \$125,035 "Subscriptions to convertible bonds".

<sup>10</sup> Includes \$109,000 par value of bonds reacquired for sinking fund and carried at \$106,887.

<sup>11</sup> Includes \$13,773 renewal and contingency (optional) reserve.

TABLE 302: INCOME AND CORPORATE SURPLUS OR DEFICIT ACCOUNTS, ELECTRICAL

Figures in *italics* denote *losses during year* and *deficits*.  
The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names

L. No.	Lockport Light, Heat & Power EG 16	Northern Westchester Lighting EG 17	Kingston Gas & Electric EG 18	Peoples Gas & Electric, Oswego EG 19	Albany Southern Railroad EG 20	Swett, A. L., Electric Lt. & Pr. EG 21	Peekskill Lighting & R.R. EG 22	Cohoes Gas Light EG 23	Glens Falls Gas & El. Light EG 24	L. No.
1	<i>Dollars</i> 152,467	<i>Dollars</i> 170,930	<i>Dollars</i> 126,289	<i>Dollars</i> 148,995	<i>Dollars</i> 129,773	<i>Dollars</i> 157,721	<i>Dollars</i> 82,733	<i>Dollars</i> 93,786	<i>Dollars</i> 56,274	1
2	121,204	8 97,994	56,683	80,431	62,068	95,669	12 39,146	50,508	35,965	2
3	6,354	7,420	7,716	8,201	5,730	5,730	5,546	3,650	2,504	3
4	37	1,071	1,071	244	750	662	195		330	4
5	127,596	106,485	65,470	88,875	62,818	102,063	44,887	54,158	38,799	5
6	24,871	64,445	60,819	60,119	66,955	55,660	37,846	39,629	17,475	6
7	94,578	68,297	109,182	74,418	44,081	11,791	71,909	57,637	77,406	7
8	67,991	8 45,029	71,326	54,935	34,944	13,862	12 39,565	52,378	62,317	8
9	4,725	3,710	9,081	5,670	9 450	59	3,432	4,357	2,504	9
10	52	447	1,833	43		130	148		70	10
11	72,768	49,186	82,240	60,648	35,394	14,051	43,145	56,734	64,892	11
12	21,810	19,111	26,942	13,770	8,687	2,259	28,764	903	12,514	12
13	47,265				333,851		66,099			13
14	29,406				9 236,643		12 60,598			14
15	17,859				97,209		5,501			15
16	64,540	83,556	87,761	73,890	9 129,051	53,400	72,111	40,531	29,989	16
17	1,152	17	149	605	2,819	35	183		259	17
18	28	1,124		166	497	63	297	5,995		18
19								1,950		19
20					3					20
21	60		83	1,418	304	20				21
22	1,120	1,141	66	647	3,014	78	481	7,945	259	22
23	65,660	84,697	87,827	73,243	132,065	53,478	72,592	48,477	30,248	23
24	37,496	32,150	35,000	24,310	65,100	14,669	32,300		12,500	24
25	9,898	36,636	24,559	12,894	2,747	18,871	6,133		23,164	25
26										26
27										27
28	800		303	1,557	18,661	14			1,373	28
29						2,500				29
30	6,000					1,634				30
31	1,262			1,553	8,056	940				31
32	55,455	68,786	59,862	40,313	94,564	38,629	38,433		37,036	32
33	10,205	15,911	27,965	32,930	37,501	14,849	34,159	48,477	6,789	33
34	23,199	30,534	7,923	211,851	148,859	89,482	249,043	160,192	108,174	34
35					188	17				35
36		14,406		186	106	10 17,400	4,894			36
37							9,000			37
38	7,500		7,923	30,000				20,000		38
39		8 35,880	61	250	1,027		12 19,020			39
40			8,821		2,338					40
41					596					41
42	713	8 6,767		6,004	992	11 62,266	7,851			42
43	25,191	18,204	19,083	208,114	181,700	59,482	252,226	188,668	114,962	43

<sup>2</sup> Represents the excess of actual over estimated repairs formerly credited to surplus and charged to "Accrued amortization of capital" which entries were reversed during the year.

<sup>8</sup> \$31,735 reported by company as "Contingent expenses, electric," and \$4145 reported by company as "Contingent expenses, gas," are excluded from operating expenses and shown as an appropriation from surplus, since it is credited to an optional reserve which at the discretion of the company's directors may be used for any purpose whatever.

<sup>9</sup> Company claims that no accurate apportionment of taxes can be made as between the different departments; the total amount of \$43,800 is deducted from "Total operating income".

<sup>10</sup> "Amount credited to sinking fund reserve, discharged by purchase and cancellation of bonds."

<sup>11</sup> Net debit resulting from changes in fixed capital accounts after examination by the Commission's examiners and engineers.

<sup>12</sup> \$11,194 reported by company as "Contingent expenses, electric," \$4579 reported by company as "Contingent expenses, gas," and \$3214 reported by company as "Contingent expenses, other departments," are excluded from operating expenses and shown as an appropriation from surplus, since it is credited to an optional reserve which at the discretion of the company's directors may be used for any purpose whatever.

## CORPORATIONS (CLASS A), DECEMBER 31, 1914 (continued)

in alphabetic order and their ranking on the basis of operating revenues see page 91.

L. No.	Item	Orange County Lighting EG 25	Plattsburgh Gas & Electric EG 26	Upper Hudson El. & R.R. EG 27	Port Jervis Light & Power EG 28	Suffolk Gas & El. Lt. EG 29	Corning Lt. & Pr. Corp. EG 30	Southern Dutchess Gas & El. EG 31	L. No.
		Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	
1	Cash .....	1,813	15,461	13,700	4,777	5,463	26,250	277	1
2	Other current assets .....	20,895	25,587	20,743	65,614	25,925	14,391	77,507	2
3	Materials and supplies .....	11,470	18,333	14,507	8,662	11,814	9,425	3,556	3
4	Miscellaneous investments .....	1,000	16,182	.....	56,750	.....	.....	.....	4
5	Fixed capital, electric .....	336,563	442,702	596,735	187,088	196,400	253,266	108,536	5
6	Fixed capital, gas .....	223,772	166,916	58,588	115,191	411,049	210,332	.....	6
7	Fixed capital, other departments .....	.....	.....	430	.....	.....	.....	.....	7
8	Miscellaneous temporary debits .....	17,433	12,042	14,265	37,236	13 50,228	3,655	2,277	8
9	Corporate deficit .....	.....	.....	.....	.....	10,327	.....	.....	9
10	Total .....	612,946	697,223	718,968	475,317	711,205	517,319	192,153	10
11	Unfunded debt .....	20,511	45,437	87,555	81,707	94,415	10,660	10,600	11
12	Funded debt .....	390,000	360,000	367,500	200,000	383,000	79,000	58,000	12
13	Reserve for replacement and renewals .....	.....	.....	.....	.....	.....	7,262	.....	13
14	Accrued amortization of capital .....	55,933	18,557	76,000	28,678	33,790	.....	4,326	14
15	Other reserves and suspense credits .....	8,000	.....	6,117	12 16,390	.....	458	6,424	15
16	Capital stocks .....	100,000	225,000	150,000	117,960	200,000	400,000	15,000	16
17	Corporate surplus .....	38,502	48,229	31,797	30,582	.....	19,938	97,802	17

<sup>12</sup> Includes \$16,200 surplus invested in construction by agreement of the stockholders.<sup>13</sup> Includes \$19,626 "Replacement suspense".

## AND GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (continued)

in alphabetic order and their ranking on the basis of operating revenues see page 91.

L. No.	Item	Orange County Lighting EG 25	Plattsburgh Gas & Electric EG 26	Upper Hudson El. & R.R. EG 27	Port Jervis Light & Power EG 28	Suffolk Gas & El. Lt. EG 29	Corning Lt. & Pr. Corp. EG 30	Southern Dutchess Gas & El. EG 31	L. No.
		Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	
1	Electric operating revenues .....	86,139	81,965	85,289	66,288	25,917	76,214	56,300	1
2	Electric operating expenses .....	56,800	53,348	40,767	47,570	15,903	40,901	37,577	2
3	Taxes assigned to electric operations .....	3,349	2,597	3,271	3,070	.....	3,102	2,400	3
4	Uncollectible bills, electric .....	200	50	.....	73	.....	111	.....	4
5	Total electric revenue deductions .....	60,348	55,995	44,038	50,714	16,750	44,114	39,977	5
6	Income from electric operations .....	25,791	25,970	41,251	15,573	9,167	32,100	16,323	6
7	Gas operating revenues .....	43,232	36,136	14,410	28,614	62,119	8,609	26,185	7
8	Gas operating expenses .....	34,002	30,653	10,753	26,418	42,938	9,418	13,273	8
9	Taxes assigned to gas operations .....	2,568	1,014	1,636	2,133	1,693	776	1,000	9
10	Uncollectible bills, gas .....	100	93	.....	154	.....	3	.....	10
11	Total gas revenue deductions .....	36,670	31,760	12,389	28,705	44,631	10,197	14,273	11
12	Income from gas operations .....	6,562	4,375	2,022	92	17,488	1,588	11,912	12
13	Gross revenue from other operations .....	.....	.....	505	.....	.....	.....	.....	13
14	Revenue deductions from other operations .....	.....	.....	50	.....	.....	.....	.....	14
15	Income from other operations .....	.....	.....	455	.....	.....	.....	.....	15
16	Total operating income .....	32,353	30,345	43,728	15,482	26,654	30,512	28,235	16
17	Non-operating revenues:								
18	Rents .....	240	156	292	.....	.....	.....	.....	17
19	Interest .....	.....	.....	.....	3,810	2	599	.....	18
20	Dividends .....	60	.....	.....	.....	.....	.....	.....	19
21	All other non-operating revenues .....	54	.....	.....	.....	.....	.....	.....	20
22	Non-operating revenue deductions .....	.....	.....	.....	.....	.....	.....	.....	21
23	Total non-operating income .....	246	156	292	3,810	2	.....	.....	22
24	Gross income .....	32,599	30,501	44,020	19,292	26,657	30,111	28,235	23
25	Income deductions:								
26	Interest on funded debt .....	20,250	18,000	22,286	10,000	18,963	3,785	3,030	24
27	Other interest deductions .....	932	1,825	2,572	1,311	3,103	.....	1,230	25
28	Rent of other electric plant .....	.....	.....	.....	.....	.....	930	.....	26
29	Rent of other gas plant .....	.....	.....	.....	.....	.....	.....	10,000	27
30	Other rent deductions .....	.....	.....	354	.....	39	.....	.....	28
31	Sinking fund accruals .....	.....	.....	.....	.....	.....	458	.....	29
32	Other contractual deductions .....	.....	.....	.....	.....	.....	.....	5,457	30
33	Amortization charged to income .....	1,341	.....	3,160	1,236	526	6,000	.....	31
34	Total deductions from income .....	22,523	19,825	28,372	12,547	22,631	11,174	19,730	32
35	Net corporate income .....	10,076	10,677	15,648	6,745	4,026	19,938	8,505	33
36	Surplus or deficit at beginning of period .....	36,455	39,354	16,148	24,831	10,412	.....	89,297	34
37	Bad debts collected .....	.....	26	.....	399	.....	.....	.....	35
38	Other additions to surplus .....	543	.....	.....	1,590	.....	.....	.....	36
39	Dividends declared:								
40	On preferred stocks .....	.....	.....	.....	.....	.....	.....	.....	37
41	On common stock .....	8,000	.....	.....	.....	.....	.....	.....	38
42	Appropriations from surplus .....	.....	.....	.....	.....	13	.....	.....	39
43	Realized depreciation not covered by reserves .....	.....	.....	.....	2,899	.....	.....	.....	40
44	Bad debts written off .....	.....	.....	.....	83	.....	.....	.....	41
45	Other deductions from surplus .....	572	1,827	.....	.....	3,927	.....	.....	42
46	Surplus or deficit at close of period .....	38,502	48,229	31,797	30,582	10,327	19,938	97,800	43



TABLE 301: BALANCE SHEET, ELECTRICAL AND GAS CORPORATIONS (CLASS A), DECEMBER 31, 1914 (concluded)

Figures in *italics* denote *credit balances* on the assets side or *debit balances* on the liabilities side.  
The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 91.

L. No.	Item	Niagara Falls Gas & El. Lt. EG 32	Malone Light & Power EG 33	United Gas, El. Lt. & Fuel EG 34	Oneonta Light & Power EG 35	Halfmoon Lt., Ht. & Power EG 36	Elmira Water, Lt. & R.R. EGN 1	Depew & Lancaster Lt., Pr. & C. EN 1	L. No.
		<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Cash.....	4,403	16,563	1,304	6,815	1,398	92,240	1,463	1
2	Other current assets.....	7,868	25,417	56,110	12,516	8,961	277,108	11,493	2
3	Materials and supplies.....	4,961	11,466	2,848	724	5,663	70,756	6,106	3
4	Miscellaneous investments.....	11,184	200				555,811	5,086	4
5	Fixed capital, electric.....	52,748	589,750	230,797	442,255	101,250	2,850,004	253,711	5
6	Fixed capital, gas.....	435,446	14,405	207,267		70,736	485,747		6
7	Fixed capital, other departments.....			305			4,103,790		7
8	Miscellaneous temporary debits.....	563	30,759		3,089	10,932	407,423	5,931	8
9	Corporate deficit.....	132,574							9
10	Total.....	649,747	688,561	498,632	465,398	198,942	8,842,879	283,792	10
11	Unfunded debt.....	345,100	51,098	119,577	7,362	8,415	340,511	134,700	11
12	Funded debt.....	150,000	335,500	150,000	200,000	68,500	4,996,000	55,000	12
13	Reserve for replacement and renewals.....								13
14	Accrued amortization of capital.....	4,648	14,842	7,695	33,053	16,128	60,565	14,716	14
15	Other reserves and suspense credits.....				2,545		14,716	998	15
16	Capital stocks.....	150,000	150,000	200,000	175,000	71,500	3,240,100	75,000	16
17	Corporate surplus.....		137,120	21,360	47,438	34,398	209,419	3,378	17

<sup>14</sup> Debit balance results from excess of actual expenses over estimated accruals charged to various maintenance and other accounts.

<sup>15</sup> Returns incomplete; see Historical and Explanatory Statement.

TABLE 302: INCOME AND CORPORATE SURPLUS OR DEFICIT ACCOUNTS, ELECTRICAL AND GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (concluded)

Figures in *italics* denote *losses during year and deficits*.  
The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 91.

L. No.	Item	Niagara Falls Gas & El. Lt. EG 32	Malone Light & Power EG 33	United Gas, El. Lt. & Fuel EG 34	Oneonta Light & Power EG 35	Halfmoon Lt., Ht. & Power EG 36	Elmira Water, Lt. & R.R. EGN 1	Depew & Lancaster Lt., Pr. & C. EN 1	L. No.
		<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Electric operating revenues.....	8,403	62,858	52,913	46,259	35,298	396,609	61,054	1
2	Electric operating expenses.....	7,080	23,382	27,390	20,322	22,581	172,972	35,108	2
3	Taxes assigned to electric operations.....	552	2,592	1,719	1,515	1,495	8,511	1,408	3
4	Uncollectible bills, electric.....	101	215	297		152	152	101	4
5	Total electric revenue deductions.....	7,732	26,188	29,406	21,837	24,229	181,635	36,617	5
6	Income from electric operations.....	671	36,670	23,506	24,422	11,069	214,973	24,437	6
7	Gas operating revenues.....	64,793	7,504	17,012	20,210	12,342	28,776	8,043	7
8	Gas operating expenses.....	45,987	7,753	19,688	15,772	9,059	21,831	11,823	8
9	Taxes assigned to gas operations.....	2,105	193	1,719	1,515	456	3,918	414	9
10	Uncollectible bills, gas.....	131	16	212		3	6	36	10
11	Total gas revenue deductions.....	48,224	7,962	21,619	17,287	9,518	25,754	12,273	11
12	Income from gas operations.....	16,570	458	4,607	2,923	2,824	3,022	4,230	12
13	Gross revenue from other operations.....		23,089				641,045		13
14	Revenue deductions from other operations.....		21,383				416,848		14
15	Income from other operations.....		1,705				224,196		15
16	Total operating income.....	17,241	37,917	18,900	27,344	13,893	442,191	20,207	16
17	Non-operating revenues:								
18	Rents.....		351	84	100		2,281		17
19	Interest.....		113		151	1	22,097	290	18
20	Dividends.....								19
21	All other non-operating revenues.....								20
22	Non-operating revenue deductions.....		523				2,749		21
23	Total non-operating income.....		59	84	251	1	21,630	290	22
24	Gross income.....	17,241	37,858	18,984	27,595	13,894	463,821	20,497	23
25	Income deductions:								
26	Interest on funded debt.....	7,500	9,665	7,500	10,000	3,421	248,688	2,750	24
27	Other interest deductions.....	20,900	1,605	6,256		136	14,882	353	25
28	Rent of other electric plant.....							13,520	26
29	Rent of other gas plant.....								27
30	Other rent deductions.....						750	519	28
31	Sinking fund accruals.....								29
32	Other contractual deductions.....								30
33	Amortization charged to income.....						14,615		31
34	Total deductions from income.....	28,400	11,270	13,756	10,000	3,557	283,796	17,141	32
35	Net corporate income.....	11,159	26,588	5,227	17,595	10,337	180,025	3,356	33
36	Surplus or deficit at beginning of period.....	121,414	121,256	16,132	32,093	28,863	215,844		34
37	Bad debts collected.....		14			4			35
38	Other additions to surplus.....					102	13,958	22	36
39	Dividends declared:								
40	On preferred stocks.....				2,250		109,843		37
41	On common stock.....		9,000			4,290	40,000		38
42	Appropriations from surplus.....		106			6			39
43	Realized depreciation not covered by reserves.....						14,391		40
44	Bad debts written off.....		25			9			41
45	Other deductions from surplus.....		1,607			602	36,172		42
46	Surplus or deficit at close of period.....	132,674	137,120	21,360	47,438	34,398	209,419	3,378	43

<sup>13</sup> Includes \$4861 "Adjustment entry with the Elmira Transmission Corporation made on December 31; this is now handled through operating revenue".

<sup>14</sup> Returns incomplete; see Historical and Explanatory Statement.

The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 91.

[illegible]



The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 91.

Corp. No.	Name of corporation and class of investment	Characteristics of securities held		Par value of amount held	Date of acquisition	Actual money cost	Book value	Income accrued during year
		Rate of interest	Date of maturity					
EG 7	<b>Central Hudson Gas and Electric (concluded):</b> <i>Free investments (concluded):</i> <i>Bonds (concluded):</i> Southern Bell Telephone and Telegraph Co..... Southern Power Co..... United States Steel Corporation..... Utica Gas and Electric Co..... Western Electric Co..... <i>Miscellaneous:</i> Real estate..... Totals.....	% 5 5 5 5 5 ..... .....	Jan 1, 1941 Mar, 1930 Apr, 1963 Jul, 1957 Dec 31, 1922 ..... .....	Dollars 5,000 5,000 5,000 5,000 10,000 ..... .....	Dec 31, 1914 Dec 31, 1914 Dec 31, 1914 Dec 31, 1914 Dec 31, 1914 ..... .....	Dollars 4,863 4,900 5,131 4,825 10,113 ..... 49,639	Dollars 4,863 4,900 5,131 4,825 10,113 ..... 49,639	Dollars ..... ..... ..... ..... ..... ..... ..... 139,282
EG 8	<b>Troy Gas:</b> <i>Free investments:</i> <i>Stocks:</i> American Tobacco Co. preferred..... <i>Bonds:</i> Alabama and Great Southern first consolidated mortgage.... Carolina, Churchfield and Ohio first mortgage..... Interborough Rapid Transit first and refunding mortgage.... Liggett and Myers Tobacco Co. first mortgage..... Liggett and Myers Tobacco Co. second mortgage..... P. Lorillard Co. first mortgage..... Nassau Electric Railway Co. consolidated mortgage..... Fafraets Dael Club, Troy, N. Y..... Fafraets Dael Club, Troy, N. Y..... F. F. Proctor first mortgage 10-year gold..... Van Rensselaer Hotel Co. first mortgage replacement..... <i>Miscellaneous:</i> Brooklyn Rapid Transit Co. 6-year notes..... Note of Della Galusha..... License from Electro Gas Co..... License from United States Acetylene and Liquefaction Co..... Totals.....	6 5 5 5 7 5 7 4 4 5 5.5 6 5 5 ..... .....	..... 1943 1938 1966 1944 1951 1944 1951 Jul 1, 1929 Oct 1, 1924 1923 1934 ..... 1919 ..... .....	150,000 50,000 50,000 50,000 87,000 160,000 62,000 35,000 400 500 110,000 30,000 50,000 11,000 ..... .....	Jul, 1912 Feb, 1914 Jan, 1914 Feb, 1914 Jan, 1912 Jan, 1912 Jan, 1912 Jan, 1914 ..... Nov, 1914 1913, 1914 May, 1914 Feb, 1914 May, 1912 ..... .....	157,532 49,625 49,625 49,375 91,053 148,000 64,888 26,769 400 500 110,000 30,000 49,813 11,000 25,000 25,060 .....	157,532 49,625 49,625 49,375 91,053 148,000 64,888 26,769 400 500 110,000 30,000 49,813 11,000 25,000 25,060 888,639	9,000 2,229 2,285 2,104 6,090 8,000 4,340 1,303 16 6 3,818 1,200 2,229 550 ..... ..... 43,170
EG 9	<b>Northern New York Utilities, Inc.:</b> <i>Free investments:</i> Real estate, Carthage..... Wood-working machinery in wood-working shop..... <i>Mortgaged or other bound investments:</i> Riverside Flats apartment house, corner Mill and Moulton Sts. Flat building, 550 Coffeen street..... Frame dwelling, 556 Coffeen street..... Shop, 124 Moulton street..... Frame building, 124 Moulton street..... Lumber sheds, 124 Moulton street..... Dry kiln, 124 Moulton street..... Tenement houses, Newell and Engine streets..... <i>Sinking and other contractual fund investments:</i> Empire Trust Co. trustee, "4½% bond"..... Totals.....	..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... .....	3,674 759 40,000 12,000 1,500 600 1,000 100 500 6,200 500 ..... .....	Jul, 1901 ..... ..... ..... ..... ..... ..... May 29, 1914 Jul 1, 1911 .....	..... 759 40,000 12,000 1,500 600 1,000 100 500 1,200 500 ..... .....	3,674 759 40,000 12,000 1,500 600 1,000 100 500 1,200 500 553 ..... 61,886	..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... 910
EG 10	<b>Empire Gas and Electric:</b> <i>Free investments:</i> <i>Stocks:</i> Central New York Gas and Electric Co..... Weedsport Electric Light Co..... Totals.....	..... ..... ..... ..... .....	..... ..... ..... ..... .....	450,000 15,000 .....	1913, 1914 Dec 31, 1914 .....	..... 13,705 .....	450,000 13,705 463,705	35,000 ..... 35,000
EG 11	<b>Watertown Light and Power:<sup>1</sup></b> <i>Free investments:</i> Wood-working machinery in wood-working shop..... <i>Mortgaged or other bound investments:</i> Riverside Flats apartment house, corner Mill and Moulton Sts. Flat building, 550 Coffeen street..... Frame dwelling, 556 Coffeen street..... Real estate, 124 Moulton street..... Tenement houses, Newell and Engine streets..... <i>Sinking and other contractual fund investments:</i> Empire Trust Co., trustee..... Totals.....	..... ..... ..... ..... ..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... ..... ..... ..... ..... .....	759 40,000 12,000 1,500 2,200 6,200 500 .....	..... ..... ..... ..... ..... May 29, 1914 Jul 1, 1911 .....	759 40,000 12,000 1,500 2,200 1,200 500 .....	..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... 8,728	
EG 12	<b>Fulton County Gas and Electric:</b> <i>Free investments:</i> <i>Stocks:</i> Cayadutta Generating Co..... Hotel Kingsboro..... <i>Bonds:</i> Colonial Club..... Eccentric Club..... Totals.....	..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... .....	30,000 250 200 300 .....	Sep 20, 1912 Mar 2, 1903 Feb 21, 1906 May 1, 1908 .....	40,000 250 200 300 .....	40,000 250 200 300 40,750	2,400 ..... 10 15 2,425
EG 13	<b>Rockland Light and Power:</b> <i>Mortgaged or other bound investments:</i> Rockland Electric Co. stocks..... Rockland Electric Co. improvement gold notes..... Totals.....	..... ..... ..... ..... .....	..... ..... ..... ..... .....	100,000 64,000 .....	Various 1908-1910 .....	..... 16,797 .....	100,000 28,298 128,298	..... 3,840 3,840
EG 14	<b>Central New York Gas and Electric:</b> <i>Free investments:</i> Hammer Beach Electric Co. stocks.....	..... ..... .....	..... ..... .....	4,100 .....	1913, 1914 .....	4,125 .....	4,125 .....	.....

<sup>1</sup> Report covers period January 1 to November 30, 1914; see Historical and Explanatory Statement.

<sup>2</sup> Acquired in connection with other properties, payment being made in the securities of the respondent; there is no record of money cost.

TABLE 303: MISCELLANEOUS INVESTMENTS, ELECTRICAL AND GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (concluded)

Only those corporations are included which report items that appear in the Balance Sheet, Table 301, as "Miscellaneous investments".  
The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 91.

Corp. No.	Name of corporation and class of investment	Characteristics of securities held		Par value of amount held	Date of acquisition	Actual money cost	Book value	Income accrued during year
		Rate of interest	Date of maturity					
EG 15	<b>Rome Gas, Electric Light and Power:</b> <i>Free investments:</i> Rome Club bonds.....	% 4	Jan, 1929	Dollars 400	Jan, 1909	Dollars 400	Dollars 400	Dollars 16
EG 16	<b>Lockport Light, Heat and Power:</b> <i>Free investments:</i> Tuscarora Club bond..... Town and County Club bonds..... Totals.....	5 4	Jul 1, 1931 Jul 1, 1933	100 300	Jul 1, 1911 1913, 1914	100 300	100 300 400	5 12 17
EG 17	<b>Northern Westchester Lighting:</b> <i>Mortgaged or other bound investments:</i> Fire insurance participation certificates.....	.....	.....	.....	.....	3,485	3,485	66
EG 18	<b>Kingston Gas and Electric:</b> <i>Free investments:</i> Kingston Factory Corporation..... <i>Mortgaged or other bound investments:</i> Real estate, Kingston, N. Y..... Totals.....	.....	.....	500	Apr, 1913	500	500 2,968 3,468	..... ..... .....
EG 19	<b>Peoples Gas and Electric, Oswego:</b> <i>Free investments:</i> Oswego Hotel Corporation..... Real estate..... Real estate..... <i>Mortgaged or other bound investments:</i> Real estate..... Totals.....	.....	.....	3,000 3,750 500 4,950	Sep, 1911 Nov, 1909 Feb, 1913 Apr, 1914	3,000 3,750 500 4,950	3,000 3,750 500 4,950 12,200	..... 120 ..... 292 412
EG 20	<b>Albany Southern Railroad:</b> <i>Free investments:</i> Adhesive Gimp Manufacturing Co. preferred stock.....	.....	.....	140	Sep 23, 1914	141	140	.....
EG 22	<b>Peekskill Lighting and Railroad:</b> <i>Mortgaged or other bound investments:</i> Fire insurance participation certificates..... <i>Sinking or other contractual fund investments:</i> Peekskill Lighting and Railroad Co. first mortgage gold bonds..... Totals.....	.....	.....	.....	.....	.....	5,576 106,887 112,463	120 ..... 120
EG 23	<b>Cohoes Gas Light:</b> <i>Free investments:</i> Brooklyn Rapid Transit Co. stock..... Brooklyn Rapid Transit Co. notes..... Income from securities disposed of during year..... Totals.....	6 5	.....	65,000 60,000	Jun 30, 1914 Jan 22, 1913	58,769 58,383	58,769 58,383	1,950 3,000 1,300 6,250
EG 25	<b>Orange County Lighting:</b> <i>Free investments:</i> Ideal Wrapping Machine Co. preferred stock.....	6	.....	1,000	Jan, 1912	1,000	1,000	60
EG 26	<b>Plattsburgh Gas and Electric:</b> <i>Mortgaged or other bound investments:</i> Real estate.....	.....	.....	16,182	Sep 1, 1909	16,182	16,182	.....
EG 28	<b>Port Jervis Light and Power:</b> <i>Free investments:</i> Pike County Light and Power Co. stock..... Port Jervis Traction Co. bonds..... Totals.....	.....	.....	100 70,000	Jan 21, 1914 Dec 31, 1910	50 56,700	50 56,700	..... 3,500 3,500
EG 32	<b>Niagara Falls Gas and Electric Light:</b> <i>Free investments:</i> Niagara Falls Gas Co. <sup>3</sup> .....	.....	.....	.....	1902	11,184	11,184	.....
EG 33	<b>Malone Light and Power:</b> <i>Mortgaged or other bound investments:</i> Jordan loan.....	6	.....	200	Nov 30, 1912	200	200	12
EGN 1	<b>Elmira Water, Light and Railroad:</b> <i>Free investments:</i> West Water Street Railroad Co. stock..... <i>Mortgaged or other bound investments:</i> Elmira and Seneca Lake Traction Co. bonds..... Elmira and Seneca Lake Traction Co. stock..... Elmira and Seneca Lake Railway Co. notes..... Roricks Glen Park Association stock..... West Side Street Railroad Co. stock..... Roricks Glen Park Association first mortgage bonds..... <i>Advances to system corporations:</i> Elmira and Seneca Lake Traction Co..... West Water Street Railroad Co..... Totals.....	.....	.....	.....	1912, 1914	375	375	.....
		5	1926	200,000 200,000 120,000 5,000 17,500	1907 1907 1900 1900	..... ..... ..... 50,000	..... 477,000 ..... 50,000	..... 10,000 ..... 1,250
		.....	.....	7,266	.....	21,171	7,266 21,171	..... .....
		.....	.....	.....	.....	.....	555,811	11,250
EN 1	<b>Depew and Lancaster Light, Power and Conduit:</b> <i>Free investments:</i> Depew and Lancaster Corporation bonds..... Grand totals.....	5	Jul 1, 1927	5,800	Jul 1, 1907	5,086	5,086	290
		.....	.....	.....	.....	.....	5,152,849	219,853

<sup>3</sup> Company formed for extension of respondent's plant to Niagara Falls, Canada; amount of investment covers cost of mains, services, etc.; not operated since the discovery of natural gas in that vicinity.

<sup>4</sup> Exchange of securities.



TABLE 304: FIXED CAPITAL, ELECTRICAL AND GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914

So far as fixed capital costs have been classified according to the prescribed Uniform System of Accounts now effective, the net change during the year and the balance at the close of the year in each primary account are shown in Table 304, as reported. The book accounts representing fixed capital installed prior to December 31, 1908, have in most cases not yet been required by the Commission to be re-classified according to the now effective system, and where for this or any other reason expenditures are not so classified, the total is shown against the captions "Undistributed book value" and "Other fixed capital not classified by prescribed accounts." The amounts shown as "Balance at close of year" will not in all cases equal the sum of the "Net increase during year" added to the balance given in the abstracts for 1913. This is due to corrections, adjustments, and transfers which are not considered part of the year's transactions, but which have been shown in the current report of the corporation concerned as though they had been recorded in the figures for the previous year.

Figures in *italics* denote *decreases* or *credit balances*.

The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 91.

Line No.	Name of account	Rochester Railway & Light EG 1	Westchester Lighting EG 2	Syracuse Lighting EG 3	Municipal Gas, Albany EG 4	Utica Gas & Electric EG 5	Adirondack Electric Power Corporation EG 6	Central Hudson Gas & Electric EG 7	Line No.
		Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year
		Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars
1	ELECTRIC:								
2	Classified by prescribed accounts:								
3	Land devoted to electric operations:	4,791	15,807	4,274	37,993	10,625	93,869	16,253	93,869
4	Intangible electric capital:								
5	Organization:								
6	Patent-rights, electric:								
7	Other intangible electric capital:								
8	Direct expenditures for tangible electric capital:								
9	General structures:	81	602	7,438	18,947	373	34,762	1,581	17,819
10	General equipment:	19,523	134,017	2,317	35,254	4,269	38,418	274	14,887
11	Dams, canals, and pipe lines:	86,250	98,570			713	8,472		
12	Power plant buildings:	239,352	291,238	1,916	111,970	857	78,206	2,410	877
13	Furnaces, boilers, and accessories:	287,352	19,079	31,955	81,103	192	15,085	11,588	654,688
14	Steam engines:	137,342	22,610	48,489		76	1,136	287	986
15	Turbo-generators:							183	700
16	Turbines and water-wheels:	17,959				24	15,799		202,083
17	Gas producers and accessories:								
18	Electric generators:	104,309	11,519	49,537	77,874	151	4,900	478	370,938
19	Accessory electric power equipment:	58,168	54,206	79,339	173,854	5,565	107,592	21,261	265,190
20	Miscellaneous power plant equipment:	16	25	1,790	6,974	211	10,047	1,432	87
21	Sub-station buildings:	41,370	68,378	12,403		15,153	21,590	29,335	141,416
22	Poles and fixtures:	129,690	6,429	5,309	3,223	3,223	41,798	32,976	386,871
23	Underground conduits:	22,359	37,537	10,018	68,000	10,624	45,139	29,730	306,987
24	Transmission system:	76,124	52,350	7,542	338,745	2,407	28,183	14,307	83,888
25	Distribution system:	74,498	51,926	295,537	351,723	95,547	199,933	14,068	711,026
26	Line transformers and devices:	5,224	19,909	18,286	9,374	9,374	78,493	224,737	19,465
27	Electric services:	36,971	119,267	139,760	81,291	14,473	69,625	10,150	41,336
28	Electric meters:	29,636	192,258	118,381	103,256	11,673	71,461	42,080	3,670
29	Electric meters, installation:	10,096	184,143	116,944	121,672	2,001	5,799	124,818	3,735
30	Municipal street lighting system, electric:	130,319	562,732	141,720	39,138	33,107	36,816	2,965	32,391
31	Commercial arc lamps:	697	12,240	78,191	113,262	9,390	36,816	8,533	2,342
32	Glow lamps:		1,425		7,659		1,716		694
33	Electric motors and heaters:				1,041		16		151
34	Electric tools and implements:	10,400			4,948	1,535	11,340	2,716	5,349
35	Other tangible electric capital:	3,257	7,387	441	335	249	6,758	124	2,581
36	General expenditures for electric fixed capital:	1,887	321	5,202	151	1,914	5,470	3,060	1,108
37	Engineering and superintendence:								4,749
38	Law expenditures during construction:	29,711	22,261	1,911	15,189	8,401	39,071	29,928	43,626
39	Injuries during construction:				335	126	11,841		807
40	Taxes during construction:	20,941					300		37
41	Interest during construction:								38
42	Miscellaneous construction expenditures:	4,460			20	2,515	5,274	1,708	9,103
43	Totals classified by prescribed accounts:	1,563,635	1,194,683	1,317,021	1,822,655	209,013	1,064,978	7,456	1,090,465
44	Not classified by prescribed accounts:								
45	Undistributed book value:	1,756,064		4,513,482		1,991	4,109,550		
46	Other fixed capital not classified by prescribed accounts:	1,49,897		331,662					
	Totals not classified by prescribed accounts:	1,49,897		4,845,145		1,991	4,109,550		
	Total fixed capital, electric:	1,413,738	1,194,683	6,162,105	1,822,655	207,062	5,174,528	7,456	11,543,995





TABLE 304: FIXED CAPITAL, ELECTRICAL AND GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (continued)

So far as fixed capital costs have been classified according to the prescribed Uniform System of Accounts now effective, the net change during the year and the balance at the close of the year in each primary account are shown in Table 304 as reported. The book accounts representing fixed capital installed prior to December 31, 1908, have in most cases not yet been required by the Commission to be re-classified according to the now effective system, and when for this reason they are shown as "Balance at close of year" and "Other fixed capital not classified by prescribed accounts." Undistributed book value " added to the balance given in the abstracts for 1913. This is due to corrections, which are not considered part of the year's transactions, but which have been shown in the current report of the corporation concerned as though they had been recorded in the figures for the previous year.

Figures in *Italics* denote decreases or credit balances.

The corporations are named in the order of their average revenues during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 91.

Line No.	Name of account	Troy Gas EG 8		Northern New York Utilities, Inc. EG 9		Empire Gas & Electric EG 10		Watertown Light & Power EG 11		Fulton County Gas & Electric EG 12		Rockland Light & Power EG 13		Central New York Gas & Electric EG 14		Line No.
		Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	
		Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	
1	<b>ELECTRIC:</b>															1
2	Classified by prescribed accounts:															2
3	Land devoted to electric operations.....	853	141,444	883,291	1,193,391	2,987	25,057	3,866	630,469		13,467	67,836	84,291	2,325	81,214	3
4	Intangible electric capital:															4
5	Organization.....			2,259	2,259		2,159		68			11,257	11,257		15	5
6	Patent rights, electric.....			260	260		426,520		260			146,187	146,187		80,876	6
7	Other intangible electric capital.....															7
8	General expenditures for tangible electric capital:															8
9	General equipment.....	857	1,542	17,896	17,896	2,204	2,500	74	13,739		3,156	1,052	2,399	1,424	1,076	9
10	Power cables and pipe lines.....	166	76,065	259,661	259,661	84	26,084	62	95,369		7,141	139,013	159,812	483	26,118	10
11	Power plant buildings.....	125	19,215	155,386	155,386	390	56,260	21	97,355		13,463	74,602	92,235	13,636	113,263	11
12	Furnaces, boilers, and accessories.....		33,863	37,045	37,045	35	62,083	426	37,045		8,693	45,711	68,011		79,371	12
13	Steam engines.....			95,245	95,245											13
14	Turbine-generators.....			95,245	95,245				45,468						7,612	14
15	Turbines and water-wheels.....															15
16	Gas producers and accessories.....															16
17	Electric generators.....	158	36,079	90,692	90,692		30,900	19	52,202		4,372	108,806	108,806	250	33,297	17
18	Accessory electric power equipment.....	5,637	66,998	85,542	85,542	14,630	23,366	2,746	49,295		26,113	49,230	58,137	14,799	51,680	18
19	Miscellaneous power plant equipment.....		8,813	11,782	11,782	33	14,035	61	10,516		68	26,289	34,866	165	5,529	19
20	Sub-station buildings.....	1,096	3,133	18,998	18,998	77	13,277	2,298	5,427		53	12,076	15,217	2,022	5,564	20
21	Sub-station equipment.....	403	49,795	106,261	106,261	92	128,007	108	85,347		32,094	16,639	18,639	254	24,176	21
22	Poles and fixtures.....	173	73,477	20,257	20,257		13,437	16	16,805		2,720	61,178	88,516	1,546	103,095	22
23	Underground conduits.....			61,744	61,744		29,565	2,450	46,595		20,253	23,393	24,125	2,115	38,193	23
24	Transmission system.....			59,626	59,626	3,354	163,610	2,846	50,788		2,563	73,079	102,621	21,121	75,955	24
25	Distribution system.....	4,831	254,696	37,920	37,920	2,234	23,929	204	30,930		12,779	24,754	41,902	11,106	55,798	25
26	Line transformers and devices.....	5,019	58,672	19,806	19,806	1,646	20,014	1,637	17,388		5,285	13,139	18,725	4,485	46,613	26
27	Electric services.....	2,267	57,087	53,341	53,341		37,862	2,891	42,444		3,042	22,746	36,754	6,051	60,903	27
28	Electric meters.....			63,876	63,876	1,598	5,183	1,269	57,092		1,012	2,654	2,684	57	77	28
29	Electric meter installation.....			869	869		66,143	76	1,627			12,005	24,936	10,059	66,338	29
30	Municipal street lighting system, electric.....	175	24,882	1,827	1,827		7					773	773	169	3,297	30
31	Commercial arc lamps.....		7,916	1,827	1,827											31
32	Glower lamps.....			4,814	4,814		68	2,053	4,832					2,531	3,864	32
33	Electric motors and heaters.....			1,761	1,761		595	25	1,350		664	2,277	3,077	201	444	33
34	Electric tools and implements.....			1,010	1,010	209			628						1,400	34
35	Electric laboratory equipment.....	347	2,568												720	35
36	Other tangible electric capital.....															36
37	General expenditures for electric fixed capital:															37
38	Engineering and superintendence.....			3,599	3,599		16,478				563				4,848	38
39	Law expenditures during construction.....			207	207		4,100									39
40	Injuries during construction.....			87	87		6,470									40
41	Taxes during construction.....			8,835	15,035		22,300		3,000							41
42	Interest during construction.....			15,394	15,394				2,281						1,885	42
43	Miscellaneous construction expenditures.....															43
44	Totals classified by prescribed accounts.....	21,857	1,272,514	2,150,437	2,466,737	70,954	1,248,766	17,089	1,431,768	16,643	286,347	1,111,384	1,355,769	92,147	1,070,220	44
45	Not classified by prescribed accounts:															45
46	Undistributed book value.....															46
47	Other fixed capital not classified by prescribed accounts.....															47
48	Totals not classified by prescribed accounts.....															48
49	Total fixed capital, electric.....	21,857	1,272,514	2,150,437	2,466,737	70,954	1,248,766	17,089	1,431,768	16,643	286,347	1,111,384	1,355,769	92,147	1,070,220	49

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<sup>1</sup> A part of the total investment is not distributed between departments.

Report covers period January 1 to November 30, 1914; see Historical and Explanatory Statement.



TABLE 304: FIXED CAPITAL, ELECTRICAL AND GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (continued)

So far as fixed capital costs have been classified according to the prescribed Uniform System of Accounts now effective, the net change during the year and the balance at the close of the year in each primary account are shown in Table 304, as reported. The hook accounts representing fixed capital installed prior to December 31, 1908, have in most cases not yet been required by the Commission to be re-classified according to the now effective system, and where for this or any other reason expenditures are not so classified, the total is shown against the captions "Undistributed book value" and "Other fixed capital not classified by prescribed accounts". The amounts shown as "Balance at close of year" will not in all cases equal the sum of the "Net increase during year" added to the balance given in the abstracts for 1913. This is due to corrections, adjustments, and transfers which are not considered part of the year's transactions, but which have been shown in the current report of the corporation concerned as though they had been recorded in the figures for the previous year.

Figures in italics denote decreases or credit balances.

The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 91.

Line No.	Name of account	Rome Gas, Electric Light & Power EG 15	Lockport Light, Heat & Power EG 16	Northern Westchester Lighting EG 17	Kingston Gas & Electric EG 18	Peoples Gas & Electric, Oswego EG 19	Albany Southern Railroad EG 20	Swett, A. L., Electric Light & Power EG 21	Peekskill Lighting & Railroad EG 22	Line No.
		Net increase during year	Net increase during year	Net increase during year	Net increase during year	Net increase during year	Net increase during year	Net increase during year	Net increase during year	
		Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	
1	ELECTRIC:									1
2	Classified by prescribed accounts:									2
3	Land devoted to electric operations:									3
4	Intangible electric capital:									4
5	Organizations:									5
6	Patents, electric:									6
7	Patent-rights, electric:									7
8	Other intangible electric capital:									8
9	Direct exp. for tangible electric capital:									9
10	General structures:	2,682	25,392	145	3	17,244	17,315	666	1,736	10
11	Dams, canals, and pipe lines:		8,484	461	1,081	4,202	9,273	9,087	5,265	11
12	Power plant buildings:	823	38,439	1,442			27,449	245	147,305	12
13	Furnaces, boilers, and accessories:		15,200	571			18,854	7,335	33,311	13
14	Steam engines:			282	5		35,937	1,522	9,004	14
15	Turbine-generators:			5,335			24,533	1,600	3,381	15
16	Turbines and water-wheels:						31,141	633	25,847	16
17	Gas producers and accessories:						11,558			17
18	Electric generators:		61,103							18
19	Accessories electric power equipment:		45,593	1,399	23			4,078	51,483	19
20	Miscellaneous power plant equipment:		73	16,864	18,761	3,648	2	4,860	46,413	20
21	Sub-station buildings:			9,327	2,774	21		716	6,522	21
22	Poles and fixtures:		16,200	5,777	1,151			69	12,139	22
23	Underground conduits:		18,532	2,749	9,027	17,207	686	2,459		23
24	Transmission system:		1,935	28,572	4,756	9,368		11,114	72,170	24
25	Distribution system:		1,835	61,271	3,664	10,201		3,477	40,683	25
26	Line transformers and devices:		38,898	58,115	7,907	2,825		8,446	55,139	26
27	Electric services:		23,248	12,108	1,356	19,950	1,555	2,655	1,542	27
28	Electric meters:		14,486	3,420	1,626	8,961	5,990	8,254	11,791	28
29	Electric motor installation:		29,982	21,373	1,626	21,088	3,077	1,589	1,830	29
30	Municipal street lighting system, electric:		1,866	9,858	3,277	23,847	4,189	3,745	6,401	30
31	Commercial arc lamps:		3,311	343	492	1,668	367	31,641	1,255	31
32	Glow lamps:		48,054	152	2,360	24,973	12,610	2,066		32
33	Electric motors and heaters:		1,895			11,889	16,001	14,406	758	33
34	Electric tools and implements:		4,124					130		34
35	Electric laboratory equipment:		14					250		35
36	Other tangible electric capital:		103					100	210	36
37	General exp. for electric fixed capital:			22	300	137		218	1,414	37
38	Engineering and superintendence:							1,508	25	38
39	Law expenditures during construction:									39
40	Injuries during construction:									40
41	Taxes during construction:									41
42	Interest during construction:									42
43	Miscellaneous construction expenditures:									43
44	Totals classified by prescribed accounts:	29,621	73,390	30,997	33,870	153,574	350,901	45,271	10,955	44
45	Not classified by prescribed accounts:									45
46	Undistributed book value:									46
47	Other fixed capital not class. by presc. accounts:									47
48	Totals not classified by prescribed accounts:	3,912	151,496						2,024	48
49	Totals fixed capital, electric:	3,912	151,496						1,606	49
50	Total fixed capital, electric:	125,709	1,224,886	130,997	33,870	153,574	1,350,901	45,271	7,423	50

47	Land devoted to gas operations.	187	11,266	.....	3,556	.....	.....	.....	3,000	.....	.....	.....	47
48	Intangible gas capital:												48
49	Organization.....		1,915	.....	.....	.....	.....	.....	.....	.....	.....	.....	49
50	Franchises, gas.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50
51	Patent-rights, gas.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	51
52	Other intangible gas capital.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	52
53	Direct exp. for tangible gas capital:												53
54	General structures.....	2,682	.....	73	.....	.....	.....	.....	.....	.....	.....	.....	54
55	General equipment.....	500	.....	251	.....	.....	.....	.....	.....	.....	.....	.....	55
56	Works and station structures.....	27,435	.....	326	.....	.....	.....	.....	.....	.....	.....	.....	56
57	Holders.....	3	.....	19	.....	.....	.....	.....	.....	.....	.....	.....	57
58	Furnaces, boilers, and accessories.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	58
59	Steam engines.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	59
60	Gas engines.....	9,416	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	60
61	Miscellaneous power plant equipment.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	61
62	Benchies and retorts.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	62
63	Water gas sets and accessories.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	63
64	Purification apparatus.....	825	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	64
65	Accessory equipment at works.....	4,298	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	65
66	Trunk lines and mains.....	9,004	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	66
67	Gas services.....	1,055	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	67
68	Gas meters.....	1,888	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	68
69	Gas meter installation.....	118	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	69
70	Municipal street lighting fixtures, gas.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	70
71	Gas engines and appliances.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	71
72	Gas tools and implements.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	72
73	Gas laboratory equipment.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	73
74	Other tangible gas capital.....	652	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	74
75	General expenditures for gas fixed capital:												75
76	Engineering and superintendence.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	76
77	Law expenditures during construction.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	77
78	Injuries during construction.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	78
79	Taxes during construction.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	79
80	Interest during construction.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	80
81	Miscellaneous construction expenditures.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	81
82	Totals classified by prescribed accounts.....	57,873	146,666	20,257	357,412	15,130	153,953	6,173	120,554	9,031	8,735	56,172	82
83	Not classified by prescribed accounts:												83
84	Undistributed book value.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	84
85	Other fixed capital not class. by pres. accts.....	3,119	133,418	.....	.....	.....	.....	.....	.....	.....	.....	.....	85
86	Totals not classified by prescribed accounts.....	3,119	133,418	.....	.....	.....	.....	.....	.....	.....	.....	.....	86
87	Total fixed capital, gas.....	1,60,992	1,280,084	20,257	357,412	115,130	1153,953	6,173	120,554	19,031	18,735	156,172	87
88	Total fixed capital, electric.....	1,23,709	1,224,886	32,501	496,656	130,997	1,270,462	33,870	153,574	190,924	130,298	1,138,642	88
89	Total fixed capital, other departments.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	89
90	Total fixed capital undis. between depts.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	90
91	Grand total fixed capital.....	86,701	1,104,048	54,055	1,042,261	38,377	2,076,197	25,678	1,797,941	98,861	1,456,038	4,674,437	91

<sup>1</sup> A part of the total investment is not distributed between departments.



TABLE 304: FIXED CAPITAL, ELECTRICAL AND GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (continued)

So far as fixed capital costs have been classified according to the prescribed Uniform System of Accounts now effective, the net change during the year and the balance at the close of the year in each primary account are shown in Table 304, as reported. The book accounts representing fixed capital installed prior to December 31, 1908, have in most cases not yet been required by the Commission to be re-classified according to the now effective system, and where for this or any other reason expenditures are not so classified, the total is shown against the captions "Undistributed book value" and "Other fixed capital not classified by prescribed accounts". The amounts shown as "Balance at close of year" will not in all cases equal the sum of the "Net increase during year" added to the balance given in the abstracts for 1913. This is due to corrections, adjustments, and transfers which are not considered part of the year's transactions, but which have been shown in the current report of the corporation concerned as though they had been recorded in the figures for the previous year. Figures in *italics* denote *decreases* or *credit* balances. The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 91.

Line No.	Name of account	Cohoes Gas Light EG 23	Glens Falls Gas & Electric Light EG 24	Orange County Lighting EG 25	Plattsburgh Gas & Electric EG 26	Upper Hudson Electric & R.R. EG 27	Port Jarvis Light & Power EG 28	Suffolk Gas & Electric Light EG 29	Corning Light & Power Corporation EG 30	Line No.
1	ELECTRIC:									
2	Classified by prescribed accounts:									
3	Land devoted to electric operations:									
4	Intangible electric capital:									
5	Organization:									
6	Franchises, electric:									
7	Patent-rights, electric:									
8	Other intangible electric capital:									
9	Direct exp. for tangible electric capital:									
10	General structures:	62	7,300	8,854	10,894	17,598	693	190	288	192
11	Dams, canals, and pipe lines:			1,376	9,410	947	2,781	175	762	205
12	Power plant buildings:			1,443	29,300		24,428	1,063	1,613	9,117
13	Furnaces, boilers, and accessories:			2,076	6,910	290	12,152	660	660	
14	Steam engines:			22,582	3,325		4,664	695	695	100,000
15	Turbo-generators:									
16	Gas producers and accessories:									
17	Electric generators:	157	17,833	10,853	635	4,631	7,115	20,823	3,348	2,200
18	Accessory electric power equipment:			7,210	63	861	9,384	49	192	3,143
19	Miscellaneous power plant equipment:			1,660		1,806	1,098	1	627	
20	Sub-station buildings:			152						
21	Poles and fixtures:	50	8,888	2,137	215	497	768	403	3,582	24,133
22	Underground conduits:									
23	Transmission system:									
24	Line transformers and devices:	88	5,181	3,052	157	221	317	8,170	3,594	27,633
25	Electric services:	1,988	29,655	4,109	1,729	576	2,969	11,845	8,248	17,707
26	Electric meters:	1,405	8,062	1,217	371	261	682	4,134	1,713	10,318
27	Electric meter installation:			12,314	933	830	7,210	2,963	2,208	16,762
28	Municipal street lighting system, electric:	1,317	27,317				48	20	113	
29	Commercial arc lamps:	30	3,019	5,143	628	262	15	1,634	5,653	10,180
30	Flower lamps:							33	41	
31	Electric motors and heaters:									
32	Electric tools and implements:	106	1,389	114			385	11		
33	Electric laboratory equipment:	3	71	527	162		68	71		
34	Other tangible electric capital:									
35	General exp. for electric fixed capital:									
36	Engineering and superintendence:			1,890						
37	Law expenditures during construction:							2,000	5,700	11,322
38	Injuries during construction:									
39	Interest during construction:									
40	Interest during construction:									
41	Miscellaneous construction expenditures:									
42	Totals classified by prescribed accounts:	5,085	112,664	118,945	16,182	24,437	35,123	7,510	49,271	253,266
43	Not classified by prescribed accounts:									
44	Undistributed book value:			217,618	253,890			24		
45	Other fixed capital not class. by pres. accs:			217,618	10,000			124,957		
46	Totals not classified by prescribed accounts:			217,618	263,890			124,957		
47	Total fixed capital, electric:	5,085	112,664	336,563	442,702	24,437	35,123	7,534	49,271	253,266

[illegible]



TABLE 304: FIXED CAPITAL, ELECTRICAL AND GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (concluded)

So far as fixed capital costs have been classified according to the prescribed Uniform System of Accounts now effective, the net change during the year and the balance at the close of the year in each primary account are shown in Table 304, as reported. The book accounts representing fixed capital installed prior to December 31, 1908, have in most cases not yet been required by the Commission to be re-classified according to the now effective system, and where for this or any other reason expenditures are not so classified, the total is shown against the captions "Undistributed book value" and "Other fixed capital not classified by prescribed accounts".

The amounts shown as "Balance at close of year" will not in all cases equal the sum of the "Net increase during year" added to the balance given in the abstracts for 1913. This is due to corrections, adjustments, and transfers which are not considered part of the year's transactions, but which have been shown in the current report of the corporation concerned as though they had been recorded in the figures for the previous year.

Figures in *italics* denote *decreases or credit balances*.

The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 91.

Line No.	Name of account	Southern Dutchess Gas & Electric EG 31		Niagara Falls Gas & Electric Light EG 32		Malone Light & Power EG 33		United Gas, Electric Light & Fuel EG 34		Onsenta Light & Power EG 35		Halfmoon Light, Heat & Power EG 36		Elmira Water, Light & R.R. EGN 1		Depew & Lancaster Lt., Pr. & Conduit EN 1		Line No.
		Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	
		Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	
1	ELECTRIC:																	1
	Classified by prescribed accounts:																	
	Land devoted to electric operations.....		275			50,164	63,020					1	139		16,725		6,300	2
2	Intangible electric capital:																	3
3	Organization.....					960	960					58				76		4
4	Franchises, electric.....		138															5
5	Patent-rights, electric.....					50,000	50,000											6
6	Other intangible electric capital.....																	7
	<i>Direct exp. for tangible electric capital:</i>																	8
7	General structures.....			589		239	14,187	42	192	5	26	440		215	1,282	78	4,508	9
8	Dams, canals, and pipe lines.....					2,047	2,120							5,543	15,343	787	2,408	10
9	Power plant buildings.....					83,597	100,760			877	275	152		374,229	385,462			11
10	Furnaces, boilers, and accessories.....					33,355	33,377			2,989	3,418	40		104,507	212,642			12
11	Steam engines.....									7,675	9,892			1,543	41,784			13
12	Turbo-generators.....																	14
13	Turbines and water-wheels.....					17,034	26,288											15
14	Gas producers and accessories.....																	16
15	Gas engines.....					10,216	11,479				3,197			180,083	184,376			17
16	Electric generators.....					11,746	13,584		1,510	16	945	10		49,928	56,754			18
17	Accessory electric power equipment.....					1,059	1,234			1,330	2,722	128		20,349	25,126			19
18	Miscellaneous power plant equipment.....					1,893	51							570	1,866		113	20
19	Sub-station buildings.....					7,858	7,858							307	850		700	21
20	Sub-station equipment.....					15,170	15,434			389	467	470		12,029	34,277	1,189	13,907	22
21	Poles and fixtures.....			228					863									23
22	Underground conduits.....					7,532	7,532	16	64					2,273	10,869		5	24
23	Transmission system.....					10,049	1,189	391	1,265	643	1,761	553		30,738	31,242	1,685	15,620	25
24	Distribution system.....					5,821	7,614	333	4,265	336	3,591	1,074		81,517	81,517	1,613	6,720	26
25	Line transformers and devices.....			156		2,983	3,383	1,235	10,806	923	3,591	562		4,593	4,593	1,763	6,300	27
26	Electric services.....			299		2,165	3,331	125	8,867	980	5,782	1,428		10,933	13,431	459	9,774	28
27	Electric meters.....			302										6,145	6,145			29
28	Electric meter installation.....					131	266		16			85		1,287	1,287			30
29	Municipal street lighting system, electric.....			143		880	1,081	231	2,070	645	3,101	1,912		5,536	8,330	24,873	24,873	31
30	Commercial arc lamps.....								234			174		20				32
31	Glow lamps.....																	33
32	Electric motors and heaters.....																	34
33	Electric tools and implements.....																	35
34	Electric laboratory equipment.....																	36
35	Other tangible electric capital.....																	37
	<i>General exp. for electric fixed capital:</i>																	38
36	Engineering and superintendence.....					6,720	6,720							61,114	62,626		1,465	39
37	Law expenditures during construction.....					8,914	8,914											40
38	Injuries during construction.....					59	59											41
39	Taxes during construction.....			23		399	924							171	171			42
40	Interest during construction.....					14,025	14,025							35,928	36,283			43
41	Miscellaneous construction expenditures.....			44		17,421	17,421	41	41					24,748	25,366			44
42	Totals classified by prescribed accounts.....			1,783		359,801	426,580	2,347	30,883	16,758	39,736	4,840	19,874	1,012,105	1,329,741	16,004	93,625	45
	Not classified by prescribed accounts:																	46
43	Undistributed book value.....					84	163,171											47
44	Other fixed capital not class. by pres. accs.....							533	199,914									48
45	Totals not classified by prescribed accounts.....					84	163,171	533	199,914									49
46	Total fixed capital, electric.....			1,783		359,717	589,751	1,814	230,797	16,758	139,736	4,840	101,251	1,012,105	1,329,741	16,004	93,625	50





TABLE 305 a: FUNDED DEBT, ELECTRICAL AND GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914

The figures given are for the actually outstanding debt (i. e. securities not held by or for the issuing corporation) of the corporation as a whole. Only those corporations are included which report funded debt outstanding at some time during the year.  
The amount shown under "Par value authorized" is the amount already legally issued and outstanding in addition to the amount which the respondent claims may be issued without further approval by state or other public authority.  
The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 91.

Corp. No.	Name of corporation and designation of securities	Amount of mortgage	Date of maturity	Interest provisions		Par value		Interest		Matured and unpaid at close of year 1
				Rate	Dates payable	Authorized	Actually outstanding at close of year	Accrued during year	Paid during year	
		Dollars		%		Dollars	Dollars	Dollars	Dollars	Dollars
EG 1	<b>Rochester Railway and Light:</b> <i>Mortgage bonds:</i> Brush Electric Light Co. first 20-year..... Rochester Gas and Electric Co. second consolidated 20-year..... Rochester Gas and Electric Co. improvement 20-year..... Rochester Railway and Light Co. consolidated 50-year..... Municipal Gas and Electric Co. first 40-year..... Totals.....	250,000 1,000,000 700,000 16,000,000 1,500,000	1915 1920 1921 1954 1942	5 4.5 4.5 5 4.5	Jan & Jul Mar & Sep Jan & Jul Jan & Jul Apr & Oct	250,000 972,000 700,000 9,501,000 1,400,000	250,000 972,000 700,000 9,501,000 1,400,000	12,500 43,740 31,500 474,870 63,000	12,500 43,740 31,500 475,050 63,000	150 135 15,750 288,477 315
EG 2	<b>Westchester Lighting:</b> <i>Mortgage bonds:</i> Hudson River Gas and Electric Co. 30-year..... White Plains Lighting Co. 40-year..... New York Suburban Gas Co. 50-year..... Westchester Lighting Co. 50-year..... New York and Westchester Lighting Co. general 100-year..... <i>Debentures, plain bonds, and promissory notes:</i> New York and Westchester Lighting Co. 50-year..... Westchester Lighting Co. collateral trust 10-year..... Totals.....	250,000 335,000 303,000 10,000,000 10,000,000	1929 1933 1949 1950 2004	5 5 5 5 5	May & Nov Jun & Dec Mar & Sep Jun & Dec Jan & Jul	250,000 335,000 303,000 8,437,000 10,000,000	250,000 335,000 303,000 8,437,000 10,000,000	12,500 16,750 15,300 421,725 400,000	12,500 16,750 15,300 421,700 400,000	..... ..... ..... ..... .....
EG 3	<b>Syracuse Lighting:</b> <i>Mortgage bonds:</i> Syracuse Gas Co. first 50-year gold..... Syracuse Lighting Co. first 50-year gold..... Syracuse Lighting Co. extension and improvement 10-year gold..... <i>Debentures, plain bonds, and promissory notes:</i> Syracuse Lighting Co. 20-year gold..... Totals.....	2,500,000 2,500,000 2,500,000 1,000,000	1946 1951 1919 1927	5 5 6 6	Jan & Jul Jun & Dec Mar & Sep May & Nov	2,500,000 2,500,000 1,904,000 1,000,000	2,500,000 2,500,000 1,904,000 1,000,000	125,000 125,000 91,326 60,000	124,925 129,075 88,200 60,000	63,075 3,850 ..... .....
EG 5	<b>Utica Gas and Electric:</b> <i>Mortgage bonds:</i> Utica Electric Light and Power Co. first 50-year..... Equitable Gas and Electric Co. first 40-year..... Utica Gas and Electric Co. refunding and extension 50-year gold..... Herkimer County Light and Power Co. first 30-year..... Real estate 15-year mortgage..... Totals.....	1,000,000 1,000,000 5,000,000 400,000 30,000	1950 1942 1937 1930 1926	5 5 5 5 5	Jan & Jul Apr & Oct Jan & Jul Jan & Jul Jan & Jul	882,000 1,000,000 3,000,000 300,000 30,000	882,000 1,000,000 3,000,000 300,000 30,000	44,100 50,000 149,333 19,500 1,500	44,100 50,000 149,333 19,500 1,500	..... ..... ..... ..... .....
EG 6	<b>Adirondack Electric Power Corporation:</b> Real estate first mortgage 50-year gold bonds..... Totals.....	10,000,000	1962	5	Jan & Jul	5,000,000	5,000,000	250,000	250,000	.....
EG 7	<b>Central Hudson Gas and Electric:</b> <i>Mortgage bonds:</i> Central Hudson Gas and Electric Co. first refunding 30-year..... Newburgh Light, Heat and Power Co. first 20-year..... Poughkeepsie Electric Light and Power Co. first 20-year..... <i>Debentures, plain bonds, and promissory notes:</i> Newburgh Light, Heat and Power Co. 10-year debentures..... Poughkeepsie Light, Heat and Power Co. 20-year debentures..... Totals.....	5,000,000 750,000 75,000	1941 1921 1914	5 5 5	Jun & Dec Feb & Aug Feb & Aug	2,000,000 700,000 .....	1,062,500 700,000 .....	47,805 35,000 2,125	46,659 35,000 3,687	..... ..... .....
EG 8	<b>Troy Gas:</b> First mortgage 50-year bonds..... Second mortgage 25-year bonds..... Convertible notes..... Totals.....	500,000 500,000	1939 1923 1915	5 6 5	Jun & Dec J, A, J, O .....	300,000 27,800 .....	300,000 27,800 .....	24,000 1,668 .....	28,356 1,613 .....	1,244 642 .....
EG 9	<b>Northern New York Utilities, Inc.:</b> Watertown Light and Power Co. first mortgage gold 50-year bonds..... First mortgage gold 50-year bonds..... Totals.....	2,000,000 10,000,000	1959 1963	5 5	Jan & Jul Jan & Jul	1,654,500 678,000	1,654,500 448,000	6,894 13,233	31,363 12,400	833 833





TABLE 305 a: FUNDED DEBT, ELECTRICAL AND GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (concluded)

Corp. No.	Name of corporation and designation of securities	Amount of mortgage	Date of maturity	Interest provisions		Fair value		Interest		Matured and unpaid at close of year <sup>1</sup>
				Rate	Dates payable	Authorized	Actually outstanding at close of year	Accrued during year	Paid during year	
		Dollars		%		Dollars	Dollars	Dollars	Dollars	Dollars
EG 25	<b>Orange County Lighting:</b> <i>Mortgage bonds:</i> Orange County Lighting Co. 20-year coupon..... Orange County Lighting Co. 15-year convertible..... Totals.....	300,000 200,000 .....	1925 1925 .....	5 6 .....	Mar & Sep Jan & Jul .....	300,000 155,900 .....	300,000 90,000 390,000	15,000 5,250 20,250	15,175 5,025 20,200	363 2,700 3,063
EG 26	<b>Plattsburgh Gas and Electric:</b> First mortgage gold coupon 30-year bonds.....	500,000	1939	5	Mar & Sep	360,000	360,000	18,000	18,000	.....
EG 27	<b>Upper Hudson Electric and Railroad:</b> <i>Mortgage bonds:</i> Schoharie Light and Power Co. first..... Catskill Illuminating and Power Co. first 30-year..... Catskill Illuminating and Power Co. first 15-year..... Caro Electric Light and Power Co. first 15-year..... Upper Hudson Electric and Railroad Co. first 20-year..... Upper Hudson Electric and Railroad Co. first and refunding gold 30-year..... <i>Debentures, plain bonds and promissory notes:</i> Catskill Illuminating and Power Co. .... Totals.....	40,000 65,000 80,000 100,000 1,500,000 12,000 .....	1925 1923 1925 1921 1943 1918 .....	6 5 6 5.5 5 6 .....	Jan & Jul May & Nov Apr & Oct May & Nov Apr & Oct .....	40,000 65,000 80,000 100,000 500,000 12,000 .....	40,000 65,000 80,000 100,000 70,500 12,000 367,500	2,400 3,250 3,250 6,960 5,500 3,456 720 22,286	2,400 3,250 3,250 9,120 4,620 3,387 720 23,497	..... ..... ..... ..... 1,980 ..... ..... 1,980
EG 28	<b>Port Jervis Light and Power:</b> First mortgage 30-year bonds.....	200,000	1940	5	Jan & Jul	200,000	200,000	10,000	9,850	5,200
EG 29	<b>Suffolk Gas and Electric Light:</b> <i>Mortgage bonds:</i> First 20-year gold..... First and refunding 50-year gold..... Totals.....	200,000 500,000 .....	1918 1959 .....	5 5 .....	May & Nov Jan & Jul .....	200,000 484,000 .....	200,000 183,000 383,000	10,000 8,963 18,963	10,000 4,388 14,388	..... ..... .....
EG 30	<b>Corning Light and Power Corporation:</b> Ten-year debenture bonds.....	.....	1923	6	Apr & Oct	94,000	79,000	3,785	3,600	.....
EG 31	<b>Southern Dutchess Gas and Electric:</b> <i>Mortgage bonds:</i> First 20-year..... Second 20-year..... Totals.....	13,000 74,500 .....	1918 1926 .....	6 5 .....	Jan & Jul Apr & Oct .....	13,000 74,500 .....	13,000 45,000 58,000	780 2,250 3,030	780 2,250 3,030	..... ..... .....
EG 32	<b>Niagara Falls Gas and Electric Light:</b> First mortgage 30-year bonds.....	150,000	1921	5	Jan & Jul	150,000	150,000	7,500	7,500	.....
EG 33	<b>Malone Light and Power:</b> First refunding mortgage 30-year gold bonds..... First mortgage 20-year bonds..... Franklin County Hydraulic Corp. first mortgage bonds..... Totals.....	750,000 40,000 .....	1943 1929 .....	6 6 .....	Jan & Jul Jan & Jul .....	360,000 40,000 .....	170,000 30,000 135,500	9,665 ..... 9,665	9,665 ..... 9,665	..... ..... .....
EG 34	<b>United Gas, Electric Light and Fuel:</b> First mortgage refunding 30-year bonds.....	150,000	1929	5	May & Nov	150,000	150,000	7,500	7,500	.....
EG 35	<b>Oneonta Light and Power:</b> First mortgage 20-year gold bonds.....	200,000	1922	5	Apr & Oct	200,000	200,000	10,000	10,000	.....
EG 36	<b>Halfmoon Light, Heat and Power:</b> First mortgage 20-year bonds.....	75,000	1923	5	May & Nov	68,500	68,500	3,421	3,437	.....
EGN 1	<b>Elmira Water, Light and Railroad:</b> <i>Mortgage bonds:</i> Elmira Water, Light and Railroad Co. first 50-year..... Elmira Water, Light and Railroad Co. first consolidated 50-year..... Chemung County Gas Co. first 20-year..... West Side Railroad first 20-year..... Elmira Water, Light and Railroad Co. collateral trust 5-year..... Totals.....	2,000,000 5,000,000 500,000 355,000 .....	1949 1956 1923 1914 1919 .....	5 5 6 5 6 .....	Jan & Jul Mar & Sep Jan & Jul Apr & Oct .....	1,661,000 3,335,000 ..... ..... .....	1,661,000 3,335,000 ..... ..... 4,996,000	83,050 142,193 9,210 13,313 923 248,688	41,525 133,575 18,420 17,750 923 212,193	41,525 ..... ..... ..... ..... 41,525
EN 1	<b>Depew and Lancaster Light, Power and Conduit:</b> First mortgage 20-year bonds.....	55,000	1921	5	Jun & Dec	55,000	55,000	2,750	2,750	.....
	<b>Grand totals.....</b>	.....	.....	.....	.....	.....	78,202,000	3,709,271	3,713,308	461,261

<sup>1</sup> This column shows matured interest unpaid as reported by the corporation. It is evident in some cases that interest due July 1st has been included under this head; in other cases that such interest has not been included;while in still other instances the report does not show whether interest due July 1st has or has not been included.  
<sup>2</sup> Covered by special deposit.

TABLE 305 b: FUNDED DEBT ISSUED OR ASSUMED, ELECTRICAL AND GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914

Only those corporations are included which report funded debt actually issued or assumed during the year. The date of authorization is the reported date of the final authorization necessary to the legal validity of the issue. The amount shown under "Par value authorized" is the amount of the particular authorization or authorizations under which the issue during the year has been made. The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 91.

Co.	Corp. No.	Name of corporation and designation of securities	Interest rate	Dates		By whom authorized	Par value			Average price realized per cent of par
				Authorization	Maturity		Authorized Dollars	Issued or assumed during year Dollars	Issued for other cash Dollars	
EG	1	Rochester Railway and Light: Consolidated mortgage 50-year bonds.....	5	Dec 19, 1913	1954	P. S. C. 2nd Dist.....	9,501,000	100,000	.....	97.5
EG	2	Westchester Lighting: Westchester Lighting Co. 50-year bonds.....	5	Jan 18, 1911	1950	P. S. C. 2nd Dist.....	2,824,000	6,000	.....	100.0
EG	3	Syracuse Lighting: Extension and improvement mortgage 10-year gold bonds.....	6	Jun 23, 1914	1919	P. S. C. 2nd Dist.....	434,000	434,000	434,000	100.0
EG	5	Utica Gas and Electric: Refunding and extension mortgage 50-year gold bonds.....	5	Dec 9, 1913	1957	P. S. C. 2nd Dist.....	500,000	250,000	250,000	95.0
EG	7	Central Hudson Gas and Electric: First refunding mortgage 30-year bonds.....	5	May 15, 1913	1941	P. S. C. 2nd Dist.....	400,000	262,500	245,000	96.2
EG	8	Troy Gas: Convertible notes.....	5	Dec 9, 1913	.....	P. S. C. 2nd Dist.....	.....	250,000	250,000	100.0
EG	9	Northern New York Utilities, Inc.: Watertown Light and Power Co. first mortgage gold 50-year bonds.....	5	Nov 19, 1914	1959	P. S. C. 2nd Dist.....	200,000	1,654,500	.....	90.0
EG	10	Empire Gas and Electric: Joint and refunding first mortgage 30-year bonds.....	5	1911-1914	1944	P. S. C. 2nd Dist.....	2,370,000	112,000	99,000	86.0
EG	12	Fulton County Gas and Electric: Two-year gold notes.....	6	Aug 5, 1914	1916	P. S. C. 2nd Dist.....	33,000	33,000	33,000	100.0
EG	13	Rockland Light and Power: First 35-year gold mortgage bonds.....	5	Aug 7, 1911	1943	P. S. C. 2nd Dist.....	100,000	50,000	50,000	93.0
EG	14	Central New York Gas and Electric: First mortgage 30-year bonds.....	5	Oct 20, 1914	1941	P. S. C. 2nd Dist.....	128,000	88,000	88,000	85.0
EG	16	Lockport Light, Heat and Power: First and refunding mortgage 30-year gold bonds.....	5	Sep 25, 1913	1920	P. S. C. 2nd Dist.....	41,000	9,000	9,000	82.5
EG	19	Peoples Gas and Electric, Oswego: Convertible 20-year bonds.....	5	Nov 13, 1913	1933	P. S. C. 2nd Dist.....	400,000	152,900	152,900	85.0
EG	21	Swett, A. L., Electric Light and Power: First mortgage 30-year bonds.....	5	Jul 29, 1914	1933	P. S. C. 2nd Dist.....	34,000	34,000	34,000	90.0
EG	25	Orange County Lighting: Convertible 15-year bonds.....	6	Apr 7, 1914	1925	P. S. C. 2nd Dist.....	73,400	7,500	7,500	100.0
EG	27	Upper Hudson Electric and Railroad: First and refunding gold 30-year bonds.....	5	Nov 14, 1912	1943	P. S. C. 2nd Dist.....	500,000	5,500	5,500	95.0
EG	29	Suffolk Gas and Electric Light: First and refunding 50-year gold mortgage bonds.....	5	Jan 29, 1913	1959	P. S. C. 2nd Dist.....	134,000	14,000	14,000	87.0
EG	30	Corning Light and Power Corporation: Ten-year debenture bonds.....	6	Sep 18, 1914	1923	P. S. C. 2nd Dist.....	100,000	25,000	25,000	90.0
EG	33	Malone Light and Power: First refunding mortgage 30-year gold bonds.....	6	Jun 25, 1914	1943	P. S. C. 2nd Dist.....	360,000	170,000	156,000	95.8
EGN	1	Elmira Water, Light and Railroad: First consolidated 50-year mortgage bonds.....	5	Apr 22, Sep 16, 1914	1956	P. S. C. 2nd Dist.....	972,000	972,000	617,000	83.2
		Collateral trust 5-year bonds.....	6	Sep 16, 1914	1919	P. S. C. 2nd Dist.....	284,000	284,000	.....	95.0

<sup>1</sup> Issued to redeem the mortgage bonds of the Citizens Light and Power Company.

<sup>2</sup> Exchanged for a like par value of New York Suburban Gas Company bonds.

<sup>3</sup> Exchanged for a like par value of Foughkeepsie Electric Light and Power Company first mortgage bonds.

<sup>4</sup> Respondent authorized to issue \$1,580,000 par value of its capital stock or convertible notes.

<sup>5</sup> Assumed on merger of Watertown Light and Power Company.

<sup>6</sup> Issued for the acquisition of the assets and properties of the Carthage Electric Light and Power Company.

<sup>7</sup> Issued to refund a like par value of Auburn Gas Company bonds.

<sup>8</sup> Assumed on merger of Rockland Electric Company.

<sup>9</sup> Assumed on merger of Franklin County Hydraulic Corporation.

<sup>10</sup> Issued to retire \$254,000 par value of collateral trust bonds at 101 and accrued interest.

<sup>11</sup> Issued to retire \$353,000 par value of bonds of West Side Railroad Company.

<sup>12</sup> Issued to retire a like par value of Franklin County Hydraulic Corporation bonds.



TABLE 306 a: CAPITAL STOCKS, ELECTRICAL AND GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914

The figures given are for the actually outstanding stocks (*i. e.* stocks not held by or for the issuing corporation) of the corporation as a whole. The amount shown under "Par value authorized" is the amount already legally issued and outstanding in addition to the amount which the respondent claims may be issued without further approval by state or other public authority. Stock not otherwise specifically described is common. The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 91.

Corp. No.	Name of corporation and class of stock	Par value			Dividends declared during year	
		Authorized	Actually issued	Actually outstanding at close of year	Rate	Amount
		<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>%</i>	<i>Dollars</i>
EG 1	Rochester Railway and Light.....	6,498,200	6,500,000	6,498,200	7	454,874
	Preferred.....	2,997,800	3,000,000	2,997,800	5	149,890
EG 2	Westchester Lighting.....	10,000,000	10,000,000	10,000,000		
	Preferred.....	2,500,000	2,500,000	2,500,000		
EG 3	Syracuse Lighting.....	3,000,000	3,000,000	3,000,000	7	210,000
	Preferred.....	1,000,000	1,000,000	1,000,000	7	70,000
EG 4	Municipal Gas, Albany.....	2,000,000	2,000,000	2,000,000	10	200,000
EG 5	Utica Gas and Electric.....	2,000,000	2,000,000	2,000,000	10	200,000
EG 6	Adirondack Electric Power Corporation.....	9,500,000	9,500,000	9,500,000		
	Preferred.....	2,500,000	2,500,000	2,500,000		
EG 7	Central Hudson Gas and Electric.....	2,055,300	1,727,500	1,727,500	8	138,200
EG 8	Troy Gas.....	12,380,000	2,250,000	2,250,000	80	1,675,000
EG 9	Northern New York Utilities, Inc. ....	684,000	667,400	667,400	5	7,360
	Preferred.....	422,800	298,800	298,800		
EG 10	Empire Gas and Electric.....	700,000	700,000	700,000	5.5	38,500
	Preferred.....	300,000	300,000	300,000	6	16,703
EG 11	Watertown Light and Power.....		653,400		5	52,272
EG 12	Fulton County Gas and Electric.....	1,030,000	1,030,000	1,030,000	12	51,500
EG 13	Rockland Light and Power.....	700,000	700,000	700,000	12	35,220
	Preferred.....	100,000	100,000	100,000	6	6,000
EG 14	Central New York Gas and Electric.....	200,000	200,000	200,000	10	20,000
	Preferred.....	250,000	250,000	250,000	6	15,000
EG 15	Rome Gas, Electric Light and Power.....	400,000	400,000	400,000	9.87	39,481
EG 16	Lockport Light, Heat and Power.....	150,000	150,000	150,000	5	7,500
EG 17	Northern Westchester Lighting.....	804,000	804,000	804,000		
EG 18	Kingston Gas and Electric.....	700,000	700,000	700,000	1.13	7,923
EG 19	Peoples Gas and Electric, Oswego.....	600,000	600,000	600,000	5	30,000
EG 20	Albany Southern Railroad.....	1,375,000	1,375,000	1,375,000		
	Preferred.....	2,029,000	2,029,000	2,029,000		
EG 21	Swett, A. L., Electric Light and Power.....	300,000	300,000	300,000		
EG 22	Peekskill Lighting and Railroad.....	500,000	500,000	500,000		
	Preferred.....	150,000	150,000	150,000		
EG 23	Cohoes Gas Light.....	200,000	200,000	200,000	6	9,000
EG 24	Glens Falls Gas and Electric Light.....	190,000	190,000	190,000	10	20,000
EG 25	Orange County Lighting.....	100,000	100,000	100,000	8	8,000
EG 26	Plattsburgh Gas and Electric.....	125,000	125,000	125,000		
	Preferred.....	100,000	100,000	100,000		
EG 27	Upper Hudson Electric and Railroad.....	150,000	150,000	150,000		
EG 28	Port Jervis Light and Power.....	118,000	117,960	117,960		
EG 29	Suffolk Gas and Electric Light.....	200,000	200,000	200,000		
EG 30	Corning Light and Power Corporation.....	400,000	400,000	400,000		
EG 31	Southern Dutchess Gas and Electric.....	15,000	15,000	15,000		
EG 32	Niagara Falls Gas and Electric Light.....	150,000	150,000	150,000		
EG 33	Malone Light and Power.....	150,000	150,000	150,000	6	9,000
EG 34	United Gas, Electric Light and Fuel.....	200,000	200,000	200,000		
EG 35	Oneonta Light and Power.....	100,000	100,000	100,000		
	Preferred.....	75,000	75,000	75,000	3	2,250
EG 36	Halfmoon Light, Heat and Power.....	75,000	71,500	71,500	6	4,290
EGN 1	Elmira Water, Light and Railroad.....	1,000,000	1,000,000	1,000,000	4	40,000
	First preferred.....	1,275,000	1,240,100	1,240,100	1.75	21,352
	Second preferred.....	1,000,000	1,000,000	1,000,000	11.92	88,492
EN 1	Depew and Lancaster Light, Power and Conduit.....	75,000	75,000	75,000		
	Totals.....		63,544,660	62,887,260		3,627,807

<sup>1</sup> Respondent authorized to issue \$1,880,000 par value of its common capital stock or convertible bonds.

<sup>2</sup> Report covers period January 1 to November 30, 1914; see Historical and Explanatory Statement.

TABLE 306 b: CAPITAL STOCKS ISSUED, ELECTRICAL AND GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914

Only those corporations are included which report stock actually issued during the year. The date of authorization is the reported date of the final authorization necessary to the legal validity of the issue. The amount shown under "Par value authorized" is the amount of the particular authorization or authorizations under which the issue during the year has been made. The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 91.

Corp. No.	Name of corporation and class of stock	Date of authorization	By whom authorized	Par value				Average price realized per cent of par
				Authorized	Issued during year	Issued for cash	Issued for other consideration	
				<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
EG 8	Troy Gas: Common.....	Dec 9, 1913	P. S. C. 2nd Dist.....		1,250,000	1,250,000		100
EG 9	Northern New York Utilities, Inc.: Common.....	1914	P. S. C. 2nd Dist.....	584,700	568,100		<sup>2</sup> 568,100	100
	Preferred.....	1914	P. S. C. 2nd Dist.....	422,800	298,800	1,000	<sup>3</sup> 297,800	100
EG 13	Rockland Light and Power: Common.....	Apr 28, 1914	P. S. C. 2nd Dist.....	463,000	463,000		<sup>4</sup> 463,000	100
EG 14	Central New York Gas and Electric: Preferred.....	Mar 10, 1911	P. S. C. 2nd Dist.....	250,000	50,000	50,000		100
EG 33	Malone Light and Power: Common.....	Apr 22, 1914	P. S. C. 2nd Dist.....	100,000	50,000		<sup>5</sup> 50,000	
EG 36	Halfmoon Light, Heat and Power: Common.....	Nov 13, 1913	P. S. C. 2nd Dist.....	30,000	5,050	5,050		100
EGN 1	Elmira Water, Light and Railroad: First preferred.....	Apr 22, Sep 16, '14	P. S. C. 2nd Dist.....	1,275,000	1,240,100	1,240,100		100
	Second preferred.....	Apr 22, 1914	P. S. C. 2nd Dist.....	317,000	317,000	317,000		100

<sup>1</sup> Respondent authorized to issue \$1,880,000 par value of its common capital stock or convertible bonds.

<sup>2</sup> \$47,900 for the acquisition of land and water rights, \$34,600 to pay outstanding short term notes, \$50,000 in part payment for purchase of Carthage Electric Light and Power Company, \$435,600 exchanged for stock of Watertown Light and Power Company.

<sup>3</sup> \$80,000 issued in part payment for purchase of assets and property of Carthage

Electric Light and Power Company, and \$217,800 exchanged for stock of Watertown Light and Power Company.

<sup>4</sup> \$242,000 issued in exchange for stock of the Rockland Electric Company, \$202,000 issued in payment of notes of that corporation, and \$19,000 for respondent's own notes.

<sup>5</sup> Entire capital stock of the Franklin County Hydraulic Corporation, amounting to \$100,000 par value.

TABLE 309: OPERATING REVENUES, ELECTRICAL AND GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914

"Net revenue" is the net amount charged the consumer, i. e. gross price less any discounts or allowances.  
 Figures in *italics* denote losses.

The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 91.

Line No.	Name of account	Rochester Railway and Light EG 1			Westchester Lighting EG 2			Syracuse Lighting EG 3			Municipal Gas, Albany EG 4		
		Number of units sold	Av. net rev. per kw.h. or M cu.ft.	Net revenue	Number of units sold	Av. net rev. per kw.h. or M cu.ft.	Net revenue	Number of units sold	Av. net rev. per kw.h. or M cu.ft.	Net revenue	Number of units sold	Av. net rev. per kw.h. or M cu.ft.	Net revenue
	<b>ELECTRIC:</b>	<i>Kw.h.</i>	<i>Cents</i>	<i>Dollars</i>	<i>Kw.h.</i>	<i>Cents</i>	<i>Dollars</i>	<i>Kw.h.</i>	<i>Cents</i>	<i>Dollars</i>	<i>Kw.h.</i>	<i>Cents</i>	<i>Dollars</i>
1	Municipal street lighting, arc.....	8,760,105	3.15	275,764	225,616	5.25	11,839	2,820,102	4.44	125,180	1,414,460	6.86	97,000
2	Municipal street lighting, incandescent.....	1,206,311	6.37	77,077	1,841,507	9.25	170,386	222,464	12.23	27,218	48,471	5.27	2,555
3	Lighting municipal buildings, electric.....	679,644	4.94	33,479	228,804	12.70	27,910	272,640	5.57	15,182	241,311	6.95	16,773
4	Municipal heat and power, electric.....	43,365	4.75	2,060	357,968	5.70	20,388	77,239	6.19	4,782	83,956	3.84	3,220
5	Miscellaneous electric revenues, municipal.....	226,166	2.15	4,856	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	Commercial flat rate lighting.....	58,354	4.87	2,842	.....	.....	.....	429,074	5.67	24,323	88,453	4.00	3,538
7	Commercial flat rate power.....	16,143,641	4.43	715,751	15,896,923	12.61	1743,598	16,117,182	7.29	211,323	467,604	4.11	19,195
8	Commercial metered lighting.....	18,592,653	2.90	484,093	4,815,045	3.99	191,919	8,572,125	7.22	619,221	5,853,117	6.57	384,415
9	Commercial metered power.....	48,377,973	.93	451,454	.....	.....	.....	4,486,337	3.48	156,339	5,082,336	2.33	118,479
10	Railroad corporations.....	3,770,474	1.43	54,051	743,034	4.34	32,232	530,339	2.30	12,223	.....	.....	.....
11	Other electrical corporations.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12	Breakdown service.....	.....	.....	.....	.....	.....	.....	576,764	1.23	7,197	.....	.....	550
13	Miscellaneous sales of current.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,081
14	Total from sales of current.....	97,861,688	2.14	2,095,426	14,108,897	8.49	1,198,271	34,104,689	3.53	1,202,988	13,279,708	4.87	646,807
15	Rent of electric meters.....	.....	.....	36	.....	.....	.....	.....	.....	.....	.....	.....	.....
16	Rent of electric appliances.....	.....	.....	4,877	.....	.....	.....	.....	.....	.....	.....	.....	.....
17	Electric merchandise and jobbing revenues.....	.....	.....	20,401	.....	.....	.....	.....	.....	.....	.....	.....	10,386
18	Sales of byproducts.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19	Joint electric rent revenue.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20	Other miscellaneous electric revenues.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,997
21	Total miscellaneous electric revenues.....	.....	.....	25,314	.....	.....	7,259	.....	.....	2,191	.....	.....	12,383
22	Total electric revenues.....	.....	.....	2,120,739	.....	.....	1,205,531	.....	.....	1,205,179	.....	.....	659,189
23	<b>GAS:</b>	<i>M cu.ft.</i>	<i>Dollars</i>	<i>Dollars</i>	<i>M cu.ft.</i>	<i>Dollars</i>	<i>Dollars</i>	<i>M cu.ft.</i>	<i>Dollars</i>	<i>Dollars</i>	<i>M cu.ft.</i>	<i>Dollars</i>	<i>Dollars</i>
24	Municipal street lighting, gas.....	.....	.....	.....	90,074	22.13	191,934	.....	.....	.....	.....	.....	.....
25	Lighting municipal buildings, gas.....	.....	.....	3,403	8,585	1.02	8,763	1,604	.92	1,472	7,019	1.01	7,056
26	Municipal heat and power, gas.....	.....	.....	52	411	1.30	533	.....	.....	.....	.....	.....	28
27	Miscellaneous gas revenues, municipal.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28	Prepaid gas.....	356,204	.95	338,290	369,140	1.13	417,652	180,174	.95	171,343	.....	.....	.....
29	Commercial metered lighting, gas.....	1,142,677	.95	1,090,132	3,029,264	1.06	3,168,293	658,221	.93	610,254	558,799	1.00	560,673
30	Commercial heat and power, gas.....	74,317	.70	51,968	60,161	1.25	75,493	.....	.....	.....	26,683	1.00	26,670
31	Other gas corporations.....	.....	.....	.....	3,022	.80	2,897	3,421	.69	2,347	.....	.....	.....
32	Total from sales of gas.....	1,576,851	.94	1,483,845	1,561,258	1.14	1,786,495	843,420	.93	785,417	592,529	1.00	594,426
33	Rent of gas appliances.....	.....	.....	51	.....	.....	55,249	.....	.....	.....	.....	.....	902
34	Gas merchandise and jobbing revenues.....	.....	.....	4,250	.....	.....	12,176	.....	.....	.....	.....	.....	9,979
35	Sales of residuals and byproducts.....	.....	.....	33,761	.....	.....	14,224	.....	.....	.....	.....	.....	8,953
36	Joint gas rent revenue.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
37	Commissions on others' gas.....	.....	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....
38	Other miscellaneous gas revenues.....	.....	.....	.....	.....	.....	81,649	.....	.....	43,086	.....	.....	19,834
39	Total miscellaneous gas revenues.....	.....	.....	38,171	.....	.....	1,868,144	.....	.....	828,503	.....	.....	614,260
40	Total electric and gas operating revenues.....	.....	.....	3,642,755	.....	.....	3,073,675	.....	.....	2,033,681	.....	.....	1,273,449

<sup>1</sup> Commercial metered lighting includes 70,779 kw.h. supplied for private street lighting, net revenue \$7853.

<sup>2</sup> Maintenance of street lamps is included in price of gas supplied.

<sup>3</sup> Commercial metered lighting includes 2313 M cu.ft. supplied for private street lighting, net revenue (which also covers maintenance) \$5565.



TABLE 309: OPERATING REVENUES, ELECTRICAL AND GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (continued)

"Net revenue" is the net amount charged the consumer, i. e. gross price less any discounts or allowances.  
 Figures in *italics* denote losses.  
 The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 91.

Line No.	Name of account	Utica Gas & Electric EG 5			Adirondack Electric Power Corporation EG 6			Central Hudson Gas & Electric EG 7			Troy Gas EG 8			Line No.
		Number of units sold	Av. net rev. per kw.h. or M cu.ft.	Net revenue	Number of units sold	Av. net rev. per kw.h. or M cu.ft.	Net revenue	Number of units sold	Av. net rev. per kw.h. or M cu.ft.	Net revenue	Number of units sold	Av. net rev. per kw.h. or M cu.ft.	Net revenue	
		Kw.h.	Cents	Dollars	Kw.h.	Cents	Dollars	Kw.h.	Cents	Dollars	Kw.h.	Cents	Dollars	
1	ELECTRIC:													1
2	Municipal street lighting, arc.....	3,892,296	2.40	10,089	737,259	4.43	34,866	972,446	5.15	50,058	1,865,790	3.70	69,071	2
3	Municipal street lighting, incandescent.....	236,762	2.25	7,704	145,834	11.05	16,126	563,158	7.17	40,397	8,059	9.57	771	3
4	Lighting municipal buildings, electric.....	81,361	7.41	6,031	75,807	7.57	5,740	68,955	8.64	5,959	44,052	8.27	3,644	4
5	Municipal heat and power, electric.....	58,406	5.67	3,314	302,366	2.06	6,224	13,843	6.47	895	41,653	4.85	2,018	5
6	Miscellaneous electric revenues, municipal.....				36,865	5.14	1,896	114,490	5.08	5,812	37,924	5.11	1,939	6
7	Commercial flat rate lighting.....	421,977	4.56	19,227	6,181	2.44	151				59,506	9.20	5,477	7
8	Commercial flat rate power.....	4,999,312	6.57	328,527	3,389,622	6.79	230,326	2,401,449	9.58	230,056	2,282,784	8.29	189,275	8
9	Commercial metered lighting.....	13,297,339	1.86	247,365	16,988,398	1.41	240,224	4,863,788	2.91	141,762	2,694,399	3.06	82,537	9
10	Commercial metered power.....				51,435,402	.71	362,692	3,232,950	1.44	46,522				10
11	Railroad corporations.....	5,992,179	1.27	75,832	25,469,742	.91	232,012	503,070	2.17	10,900				11
12	Other electrical corporations.....						124							12
13	Breakdown service.....													13
14	Miscellaneous sales of current.....	28,979,832	2.72	789,069	98,627,476	1.15	1,130,380	12,734,149	4.18	532,362	7,034,167	5.04	354,754	14
15	Total from sales of current.....													15
16	Rent of electric meters.....													16
17	Rent of electric appliances.....			96			1,228			613				17
18	Electric merchandise and jobbing revenues.....			33			3,279			5,402			20	18
19	Sales of byproducts.....									1,697				19
20	Joint electric rent revenue.....													20
21	Other miscellaneous electric revenues.....													21
22	Total miscellaneous electric revenues.....			63			4,508			7,712			20	22
23	Total electric revenues.....			789,133			1,134,888			540,074			354,775	23
24	GAS:													24
25	Municipal street lighting, gas.....						5,397						5,302	25
26	Lighting municipal buildings, gas.....						1,204			1,019			4,615	26
27	Municipal heat and power, gas.....												12	27
28	Miscellaneous gas revenues, municipal.....			2,484										28
29	Prepaid gas.....	2,483	1.00		3,456	1.56		863	1.18		2,429	1.00		29
30	Commercial metered lighting, gas.....	2,604	1.19	3,099	12,858	1.36	17,516	114,643	1.29	147,331	107,987	1.00	108,208	30
31	Commercial heat and power, gas.....	403,153	1.10	442,030	43,763	1.38	60,567	129,104	1.16	149,723	182,145	1.00	182,181	31
32	Other gas corporations.....				419	1.16	488	18,611	.73	13,576	61,739	.99	61,010	32
33	Total from sales of gas.....	408,240	1.10	447,613	61,420	1.39	85,172	263,221	1.18	311,649	358,928	1.01	361,328	33
34	Rent of gas appliances.....													34
35	Gas merchandise and jobbing revenues.....						397			766			2,039	35
36	Sales of residuals and byproducts.....			8,844			1,571			6,550			57	36
37	Joint gas rent revenue.....						2,688			666				37
38	Commissions on others' gas.....													38
39	Other miscellaneous gas revenues.....													39
40	Total miscellaneous gas revenues.....			8,844			4,655			7,982			2,997	40
41	Total gas revenues.....			456,457			89,827			319,631			364,324	41
42	Total electric and gas operating revenues.....			1,245,590			1,224,714			859,704			719,099	42

\* Maintenance of street lamps is included in price of gas supplied.

TABLE 309: OPERATING REVENUES, ELECTRICAL AND GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (continued)

"Net revenue" is the amount charged the consumer, *i. e.* gross price less any discounts or allowances.

Figures in *italics* denote losses.

The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 91.

Northern New York Utilities, Inc. <sup>4</sup>				Empire Gas & Electric EG 10				Watertown Light & Power <sup>6</sup>				Fulton County Gas & Electric EG 12				Line No.
Name of account	Number of units sold	Av. net rev. per kw.h. or M cu.ft.	Net revenue	Number of units sold	Av. net rev. per kw.h. or M cu.ft.	Net revenue	Number of units sold	Av. net rev. per kw.h. or M cu.ft.	Net revenue	Number of units sold	Av. net rev. per kw.h. or M cu.ft.	Net revenue	Number of units sold	Av. net rev. per kw.h. or M cu.ft.	Net revenue	Line No.
ELECTRIC:	Kw.h.	Cents	Dollars	Kw.h.	Cents	Dollars	Kw.h.	Cents	Dollars	Kw.h.	Cents	Dollars	Kw.h.	Cents	Dollars	1
Municipal street lighting, arc	88,068	3.01	2,653	1,500,300	2.73	40,948	615,363	4.07	25,922	239,921	4.44	10,644	239,921	4.44	10,644	2
Municipal street lighting, incandescent	6,270	8.19	514	110,839	12.09	13,395	26,399	11.53	3,043	169,348	6.63	11,232	169,348	6.63	11,232	3
Lighting municipal buildings, electric	3,854	7.27	280				26,877	7.48	2,010	16,654	7.32	1,219	16,654	7.32	1,219	4
Municipal heat and power, electric	3,232	3.96	128				41,221	2.76	1,138	2,411	8.22	198	2,411	8.22	198	5
Miscellaneous electric revenues, municipal																6
Commercial flat rate lighting	151,946	4.2	632	103,617	7.89	8,175				62,447	6.85	4,280	62,447	6.85	4,280	7
Commercial flat rate power	126,294	1.27	1,598	172	7.20	12				1,156,516	8.45	97,669	1,156,516	8.45	97,669	8
Commercial metered lighting	192,317	6.10	11,730	1,102,543	7.13	78,647	1,200,422	6.76	81,193	13,521,888	4.23	63,283	13,521,888	4.23	63,283	9
Commercial metered power	1,413,866	6.68	9,592	4,013,122	1.67	67,130	146,527	3.26	4,783	800,390	1.82	14,591	800,390	1.82	14,591	10
Railroad corporations	18,722	2.93	549				1,869,365	.71	13,273							11
Other electrical corporations	7,909,800	.59	46,629													12
Breakdown service																13
Miscellaneous sales of current																14
Total from sales of current	9,914,369	.75	74,304	6,830,593	3.06	\$ 209,228	17,448,062	1.31	228,284	3,944,171	5.15	203,116	3,944,171	5.15	203,116	15
Rent of electric meters																16
Rent of electric appliances																17
Electric merchandise and jobbing revenues																18
Sales of byproducts																19
Joint electric rent revenue																20
Other miscellaneous electric revenues																21
Total miscellaneous electric revenues																22
Total electric revenues																23
GAS:	M cu.ft.	Dollars		M cu.ft.	Dollars		M cu.ft.	Dollars		M cu.ft.	Dollars		M cu.ft.	Dollars		24
Municipal street lighting, gas	12	1.47	17	274	.82	225	99	1.75	172	161	1.18	190	161	1.18	190	25
Lighting municipal buildings, gas	30	1.20	36				335	1.21	406							26
Municipal heat and power, gas																27
Miscellaneous gas revenues, municipal																28
Prepaid gas	743	1.25	928	95,401	1.18	112,186	8,761	1.25	10,951	68,076	1.20	81,471	68,076	1.20	81,471	29
Commercial metered lighting, gas	7,659	1.23	9,421	106,516	1.06	112,465	82,639	1.23	101,637	60,142	1.18	71,244	60,142	1.18	71,244	30
Commercial heat and power, gas				57,620	.70	40,323										31
Other gas corporations																32
Total from sales of gas	8,443	1.23	10,402	259,811	1.03	\$ 266,797	91,833	1.23	113,166	128,378	1.19	152,904	128,378	1.19	152,904	33
Rent of gas appliances																34
Gas merchandise and jobbing revenues																35
Sales of residuals and byproducts																36
Joint gas rent revenue																37
Commissions on others' gas																38
Other miscellaneous gas revenues																39
Total miscellaneous gas revenues																40
Total gas revenues																41
Total electric and gas operating revenues																42

<sup>4</sup> Electric operations cover period February 1 to December 31, 1914; gas operations cover period December 1 to 31, 1914; see Historical and Explanatory Statement.

<sup>6</sup> There is included in "Total from sales of current" \$921, and in "Total from sales of gas" \$1598, representing amounts received from consumers for failure to pay bills promptly.

<sup>7</sup> Report covers period January 1 to November 30, 1914; see Historical and Explanatory Statement.



TABLE 309: OPERATING REVENUES, ELECTRICAL AND GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (continued)

"Net revenue" is the net amount charged the consumer, i. e. gross price less any discounts or allowances.

Figures in *italics* denote losses.

The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 91.

Line No.	Name of account	Rockland Light & Power EG 13			Central New York Gas & Electric EG 14			Rome Gas, Electric Light & Power EG 15			Lockport Light, Heat & Power EG 16			Line No.
		Number of units sold	Av. net rev. per kw.h. or M cu.ft.	Net revenue	Number of units sold	Av. net rev. per kw.h. or M cu.ft.	Net revenue	Number of units sold	Av. net rev. per kw.h. or M cu.ft.	Net revenue	Number of units sold	Av. net rev. per kw.h. or M cu.ft.	Net revenue	
1	ELECTRIC:													1
2	Municipal street lighting, arc	256,070	4.63	11,870	244,390	3.50	8,559	511,741	4.58	23,422	1,533,973	1.85	28,306	2
3	Municipal street lighting, incandescent	304,014	8.86	26,945	934,206	4.65	43,429	63,790	5.86	3,739	16,110	5.42	873	3
4	Lighting municipal buildings, electric	20,164	10.54	2,126				19,837	8.70	1,725				4
5	Municipal heat and power, electric							7,460	6.59	491				5
6	Miscellaneous electric revenues, municipal								180					6
7	Commercial flat rate lighting	17,296	7.30	1,263	61,879	8.10	5,011	53,297	8.16	4,348	43,017	5.66	2,435	7
8	Commercial flat rate power				640	6.56	42						320	8
9	Commercial metered lighting	1,236,649	11.54	142,747	1,530,871	7.90	121,034	446,285	10.29	45,942	687,296	6.49	44,597	9
10	Commercial metered power	2,595,817	2.98	77,328	2,344,195	2.66	62,399	3,701,495	1.78	65,973	8,999,211	.84	75,959	10
11	Railroad corporations													11
12	Other electrical corporations													12
13	Breakdown service													13
14	Miscellaneous sales of current													14
15	Total from sales of current	4,430,010	5.92	262,280	5,116,181	4.70	724,626	4,803,905	3.04	145,821	11,279,607	1.35	152,490	15
16	Rent of electric meters													16
17	Rent of electric appliances													17
18	Electric merchandise and jobbing revenues			60										18
19	Sales of byproducts			1,655			2,005			3,695			23	19
20	Joint electric rent revenue													20
21	Other miscellaneous electric revenues			4,800			110			337				21
22	Total miscellaneous electric revenues			6,204			2,122			4,032				22
23	Total electric revenues			12,719			242,748			149,853			152,467	23
24	GAS:													24
25	Municipal street lighting, gas													25
26	Lighting municipal buildings, gas													26
27	Municipal heat and power, gas													27
28	Miscellaneous gas revenues, municipal													28
29	Prepaid gas													29
30	Commercial metered lighting, gas	1,861	1.49	2,791	3,313	1.40	4,632	6,638	1.20	7,939	114	1.00	114	30
31	Commercial metered power, gas	26,454	1.49	39,514	33,324	1.29	42,833	63,268	1.16	73,462	73,429	1.00	73,644	31
32	Other gas corporations				298	.48	144							32
33	Total from sales of gas	28,315	1.49	42,304	36,935	1.29	747,912	70,011	1.16	81,531	74,356	1.00	74,490	33
34	Rent of gas appliances													34
35	Gas merchandise and jobbing revenues													35
36	Sales of residuals and byproducts			523			1,875			2,914			842	36
37	Joint gas rent revenue									13,738			19,247	37
38	Commissions on others' gas													38
39	Other miscellaneous gas revenues													39
40	Total miscellaneous gas revenues			523			1,882			17,027			20,088	40
41	Total gas revenues			42,827			49,794			98,558			94,578	41
42	Total electric and gas operating revenues			317,826			292,542			248,411			247,045	42

There is included in "Total from sales of current" \$153, and in "Total from sales of gas" \$304, representing amounts received from consumers for failure to pay bills promptly.

TABLE 309: OPERATING REVENUES, ELECTRICAL AND GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (continued)

"Net revenue" is the net amount charged the consumer, i. e. gross price less any discounts or allowances.

Figures in *italics* denote losses.

The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 91.

Northern Westchester Lighting EG 17				Kingston Gas & Electric EG 18				Peoples Gas & Electric, Oswego EG 19				Albany Southern Railroad EG 20				Line No.
Name of account				Number of units sold	Av. net rev. per kw.h. or M cu.ft.	Net revenue	Number of units sold	Av. net rev. per kw.h. or M cu.ft.	Net revenue	Number of units sold	Av. net rev. per kw.h. or M cu.ft.	Net revenue	Number of units sold	Av. net rev. per kw.h. or M cu.ft.	Net revenue	Line No.
ELECTRIC:				Kw.h.	Cents	Dollars	Kw.h.	Cents	Dollars	Kw.h.	Cents	Dollars	Kw.h.	Cents	Dollars	1
Municipal street lighting, arc				29,871	5.12	1,530	551,232	6.07	33,457	705,500	4.12	27,217	182	1.50	24,104	2
Municipal street lighting, incandescent				197,809	10.28	20,326	201,351	10.61	2,081	1,118,354	7.15	79,912	2,047	1.35	21,119	3
Lighting municipal buildings, electric				6,601	15.23	1,006	48,308	6.91	3,336	896,000	2.21	2,123	30,737	1.33	40,967	4
Municipal heat and power, electric				171,384	2.51	4,306	1,476	4.07	60	24,000	9.23	2,215	32	1.50	3,082	5
Miscellaneous electric revenues, municipal						1,811			479						33	6
Commercial flat rate lighting				16,760	10.81		4,579	10.46							79,978	7
Commercial flat rate power						70,720	562,581	9.81	55,169	1,118,354	7.15	79,912	2,047	1.35	24,240	8
Commercial metered lighting				482,240	14.06	45,415	606,080	3.54	21,488	1,188,455	2.99	35,591	30,737	1.33	3,414	9
Commercial metered power				1,345,193	3.28	7,111										10
Railroad corporations				284,420	2.50	17,912										11
Other electrical corporations				637,950	2.81	190			28							12
Breakdown service				1,266	15.00				279							13
Miscellaneous sales of current																14
Total from sales of current				3,173,494	5.37	170,327	1,876,207	6.66	125,051	3,132,309	4.75	148,897	91,927,416	6.71	129,375	15
Rent of electric meters																16
Rent of electric appliances									237							17
Electric merchandise and jobbing revenues						565			1,001			98			279	18
Sales of byproducts																19
Joint electric rent revenue						38									119	20
Other miscellaneous electric revenues																21
Total miscellaneous electric revenues						603			1,238			98			398	22
Total electric revenues						170,930			126,289			148,995			129,773	23
GAS:				M cu.ft.	Dollars		M cu.ft.	Dollars		M cu.ft.	Dollars		M cu.ft.	Dollars		24
Municipal street lighting, gas				33	1.50	49	38	39	15	131	1.25	164	182	1.50	272	25
Lighting municipal buildings, gas							458	1.15	526							26
Municipal heat and power, gas																27
Miscellaneous gas revenues, municipal																28
Prepaid gas				21,211	1.50	31,837	28,107	1.15	32,351	21,882	1.25	27,350	2,047	1.35	2,764	29
Commercial metered lighting, gas				20,170	1.50	30,209	61,097	1.16	70,780	25,607	1.10	1,655	30,737	1.33	40,967	30
Commercial heat and power, gas				37	1.25	45				1,505						31
Other gas corporations																32
Total from sales of gas				41,450	1.50	62,139	89,701	1.16	103,672	49,125	1.25	61,532	32,966	1.33	44,004	33
Rent of gas appliances						2,793									24	34
Gas merchandise and jobbing revenues						1,065			2,811			1,392			25	35
Sales of residuals and byproducts						2,276			2,700			11,494			29	36
Joint gas rent revenue																37
Commissions on others' gas																38
Other miscellaneous gas revenues						23										39
Total miscellaneous gas revenues						6,158			5,510			12,886			77	40
Total gas revenues						68,297			109,182			74,418			44,081	41
Total electric and gas operating revenues						239,226			235,471			223,414			173,854	42

<sup>a</sup> Estimated.

<sup>9</sup> This amount apportioned as follows: Lighting 796,597 kw.h.; power 551,845 kw.h.; municipal 420,784 kw.h.; railroad corporations 158,190 kw.h.



TABLE 309: OPERATING REVENUES, ELECTRICAL AND GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (continued)

"Net revenue" is the net amount charged the consumer, i. e. gross price less any discounts or allowances.

Figures in *italics* denote losses.

The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 91.

Line No.	Name of account	Swett, A. L., Electric Light & Power EG 21			Peekskill Lighting & Railroad EG 22			Cohoes Gas Light EG 23			Glens Falls Gas & Electric Light EG 24			Line No.
		Number of units sold	Av. net rev. per kw.h. or M cu.ft.	Net revenue	Number of units sold	Av. net rev. per kw.h. or M cu.ft.	Net revenue	Number of units sold	Av. net rev. per kw.h. or M cu.ft.	Net revenue	Number of units sold	Av. net rev. per kw.h. or M cu.ft.	Net revenue	
1	ELECTRIC:													1
2	Municipal street lighting, arc	317,336	4.97	15,774	65,944	5.88	3,875	766,500	1.95	14,952	10,173	3.11	317	2
3	Municipal street lighting, incandescent	37,988	10.70	4,065	59,868	13.08	7,831	31,200	4.59	1,433	213,758	8.31	32,043	3
4	Lighting municipal buildings, incandescent	7,780	6.08	520	8,375	13.16	1,102	16,081	4.45	716	385,815	8.31	6,505	4
5	Municipal heat and power, electric	169,150	1.53	2,592	62,506	2.98	1,860	758,300	1.00	7,583	1,499,600	1.10	16,496	5
6	Miscellaneous electric revenues, municipal													6
7	Commercial flat rate lighting	5,246	7.05	370	167	14.66	24			473				7
8	Commercial flat rate power	885	10.17	90				785,039	6.79	53,318				8
9	Commercial metered lighting	963,362	8.01	77,131	353,050	12.64	44,618	943,145	1.05	9,947				9
10	Commercial metered power	2,834,057	1.73	49,058	366,583	4.82	17,682							10
11	Railroad corporations				124,846	2.50	3,121							11
12	Other electrical corporations	338,940	1.59	5,386	70,890	2.75	1,949							12
13	Breakdown service													13
14	Miscellaneous sales of current													14
15	Total from sales of current	4,674,744	3.32	154,987	1,112,229	7.38	82,063	3,300,265	2.68	88,422	2,120,332	2.65	56,138	15
16	Rent of electric meters													16
17	Rent of electric appliances													17
18	Electric merchandise and jobbing revenues			381						1,197				18
19	Sales of byproducts			2,352			489			4,138			136	19
20	Joint electric rent revenue									29				20
21	Other miscellaneous electric revenues						182							21
22	Total miscellaneous electric revenues			2,734			671			5,364			136	22
23	Total electric revenues			157,721			82,733			93,786			56,274	23
24	GAS:													24
25	Municipal street lighting, gas			15	105	1.50	158							25
26	Lighting municipal buildings, gas	6	2.70											26
27	Municipal heat and power, gas													27
28	Miscellaneous gas revenues, municipal													28
29	Prepaid gas				20,369	1.50	30,511							29
30	Commercial metered lighting, gas	6,667	1.46	9,717	25,314	1.37	34,796							30
31	Commercial metered power, gas													31
32	Other gas corporations													32
33	Total from sales of gas	6,673	1.46	9,732	45,789	1.43	65,466	55,595	1.04	57,637	59,548	1.03	61,457	33
34	Rent of gas appliances													34
35	Gas merchandise and jobbing revenues													35
36	Sales of residuals and byproducts			2,059			1,013							36
37	Joint gas rent revenue						3,723							37
38	Commissions on others' gas													38
39	Other miscellaneous gas revenues						15							39
40	Total miscellaneous gas revenues			2,059			6,443							40
41	Total gas revenues			11,791			71,909			57,037			77,406	41
42	Total electric and gas operating revenues			169,512			154,642			151,423			133,679	42

TABLE 309: OPERATING REVENUES, ELECTRICAL AND GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (continued)

"Net revenue" is the net amount charged the consumer, *i. e.* gross price less any discounts or allowances.  
 Figures in *italics* denote losses.  
 The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 91.

Line No.	Name of account	Orange County Lighting EG 25			Plattsburgh Gas and Electric EG 26			Upper Hudson Electric & Railroad EG 27			Port Jervis Light & Power EG 28			Line No.
		Number of units sold	Av. net rev. per kw.h. or M cu. ft.	Net revenue	Number of units sold	Av. net rev. per kw.h. or M cu. ft.	Net revenue	Number of units sold	Av. net rev. per kw.h. or M cu. ft.	Net revenue	Number of units sold	Av. net rev. per kw.h. or M cu. ft.	Net revenue	
		<i>Kw.h.</i>	<i>Cents</i>	<i>Dollars</i>	<i>Kw.h.</i>	<i>Cents</i>	<i>Dollars</i>	<i>Kw.h.</i>	<i>Cents</i>	<i>Dollars</i>	<i>Kw.h.</i>	<i>Cents</i>	<i>Dollars</i>	
1	ELECTRIC:													1
2	Municipal street lighting, arc.....	244,438	5.30	5,618	192,310	4.75	7,421	83,247	4.39	3,654	268,000	3.29	8,821	2
3	Municipal street lighting, incandescent.....	7,337	9.70	7,101	5,061	7.25	1,708	311,419	3.42	10,644	16,400	11.26	1,847	3
4	Municipal municipal buildings, electric.....	17,525		1,701			367	12,199	13.54	1,652	2,355	11.80	278	4
5	Municipal heat and power, electric.....													5
6	Miscellaneous electric revenues, municipal.....													6
7	Commercial flat rate lighting.....	4,012	10.00	401	57,504	4.71	2,711	13,110	13.91	1,823	3,988	14.92	595	7
8	Commercial flat rate power.....	23,289	5.33	1,240	1,610	6.52	1,05	57,274	5.30	3,036	1,100	4.91	54	8
9	Commercial metered lighting.....	603,670	9.66	58,295	626,007	7.79	48,737	356,044	13.65	48,609	202,311	10.41	21,051	9
10	Commercial metered power.....	272,339	4.24	11,545	713,585	2.40	17,135	199,196	4.27	8,515	335,534	3.49	11,714	10
11	Railroad corporations.....				277,100	.82	2,276	161,654	2.50	4,047	807,722	2.65	21,421	11
12	Other electrical corporations.....													12
13	Breakdown service.....													13
14	Miscellaneous sales of current.....													14
15	Total from sales of current.....	1,165,273	7.39	86,137	1,873,177	4.30	80,460	1,194,143	6.87	81,978	1,645,271	4.01	65,939	15
16	Rent of electric meters.....													16
17	Rent of electric appliances.....													17
18	Electric merchandise and jobbing revenues.....			2			338			2,200			17	18
19	Sales of byproducts.....									308				19
20	Joint electric rent revenue.....													20
21	Other miscellaneous electric revenues.....						1,168			804			332	21
22	Total miscellaneous electric revenues.....			2			1,505			3,312			349	22
23	Total electric revenues.....			86,139			81,965			85,289			66,258	23
24	GAS:													24
25	Municipal street lighting, gas.....	352	1.25	440	60	1.00	60	184	1.68	310	89	1.49	133	25
26	Municipal municipal buildings, gas.....													26
27	Municipal heat and power, gas.....													27
28	Miscellaneous gas revenues, municipal.....													28
29	Prepaid gas.....	1,090	1.25	1,363	36,245	.98	35,649	271	1.92	521	1,974	1.49	2,939	29
30	Commercial metered lighting, gas.....	33,067	1.24	41,114				3,609	1.88	6,757	15,334	1.50	22,952	30
31	Commercial heat and power, gas.....							3,309	1.55	5,138	1,516	.97	1,471	31
32	Other gas corporations.....										802	.60	482	32
33	Total from sales of gas.....	34,509	1.24	42,917	36,305	.98	35,709	7,374	1.73	12,756	19,716	1.42	27,977	33
34	Rent of gas appliances.....						426						363	34
35	Sales of merchandise and jobbing revenues.....			316									273	35
36	Sales of residuals and byproducts.....									1,335				36
37	Joint gas rent revenue.....													37
38	Commissions on others' gas.....													38
39	Other miscellaneous gas revenues.....													39
40	Total miscellaneous gas revenues.....			316			426			1,654			637	40
41	Total gas revenues.....			43,232			36,136			14,410			28,614	41
42	Total electric and gas operating revenues.....			129,371			118,101			99,699			94,901	42



TABLE 309: OPERATING REVENUES, ELECTRICAL AND GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (continued)

Line No.	Name of account	Suffolk Gas & Electric Light EG 29			Corning Light & Power Corporation EG 30			Southern Dutchess Gas & Electric EG 31			Niagara Falls Gas & Electric Light EG 32			Malone Light & Power EG 33			Line No.
		Number of units sold	Av. net rev. per kw.h. or M cu.ft.	Net revenue	Number of units sold	Av. net rev. per kw.h. or M cu.ft.	Net revenue	Number of units sold	Av. net rev. per kw.h. or M cu.ft.	Net revenue	Number of units sold	Av. net rev. per kw.h. or M cu.ft.	Net revenue	Number of units sold	Av. net rev. per kw.h. or M cu.ft.	Net revenue	
1	ELECTRIC:	Kw.h.	Cents	Dollars	Kw.h.	Cents	Dollars	Kw.h.	Cents	Dollars	Kw.h.	Cents	Dollars	Kw.h.	Cents	Dollars	1
2	Municipal street lighting, are.	14,765	5.96	880	135,225	5.21	7,043	72,980	4.30	3,140	154,800	2.78	4,300	154,800	2.78	4,300	2
3	Municipal street lighting, incandescent.	69,932	11.46	8,013	93,485	5.97	5,580	44,416	18.11	8,046	15,182	8.08	1,227	15,182	8.08	1,227	3
4	Lighting municipal buildings, electric.	.....	.....	.....	8,275	10.49	868	7,245	9.16	663	26,176	1.00	262	26,176	1.00	262	4
5	Municipal heat and power, electric.	.....	.....	.....	2,706	4.91	133	.....	.....	.....	29,379	2.15	630	29,379	2.15	630	5
6	Miscellaneous electric revenues, municipal.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
7	Commercial flat rate lighting.	5,406	22.38	1,210	89,571	5.35	4,792	.....	.....	.....	6,526,452	.23	11,957	6,526,452	.23	11,957	7
8	Commercial flat rate power.	612	19.24	118	1,508	5.00	75	11,717	3.50	410	150,970	10.38	3,354	150,970	10.38	3,354	8
9	Commercial metered lighting.	103,687	13.90	14,416	472,267	9.07	42,854	261,657	8.47	22,161	56,988	10.39	17,092	56,988	10.39	17,092	9
10	Commercial metered power.	16,124	6.92	1,118	271,645	2.00	11,053	347,124	2.50	8,678	80,631	24.29	19,599	80,631	24.29	19,599	10
11	Railroad corporations.	.....	.....	.....	142,307	2.00	2,846	377,204	3.50	13,202	215,607	1.83	3,955	215,607	1.83	3,955	11
12	Other electrical corporations.	370	3.00	11	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
13	Breakdown service.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
14	Miscellaneous sales of current.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
15	Total from sales of current.	210,896	12.22	25,765	1,216,989	6.18	75,244	1,122,343	5.02	56,300	89,833	9.35	8,403	7,199,197	.87	62,377	15
16	Rent of electric meters.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
17	Rent of electric appliances.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17
18	Electric merchandise and jobbing revenues.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18
19	Sales of byproducts.	.....	.....	.....	.....	.....	970	.....	.....	.....	.....	.....	.....	.....	.....	481	19
20	Joint electric rent revenue.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
21	Other miscellaneous electric revenues.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
22	Total miscellaneous electric revenues.	.....	.....	152	.....	.....	970	.....	.....	.....	.....	.....	.....	.....	.....	481	22
23	Total electric revenues.	.....	.....	25,917	.....	.....	76,214	.....	.....	56,300	.....	.....	8,403	.....	.....	62,858	23
24	GAS:	M cu.ft.	Dollars	.....	M cu.ft.	Dollars	.....	M cu.ft.	Dollars	.....	M cu.ft.	Dollars	.....	M cu.ft.	Dollars	.....	24
25	Municipal street lighting, gas.	3,204	.90	2,880	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25
26	Lighting municipal buildings, gas.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	26
27	Municipal heat and power, gas.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	27
28	Miscellaneous gas revenues, municipal.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	28
29	Prepaid gas.	7,829	1.49	11,684	39	1.33	52	7,442	1.50	11,150	418	1.20	418	.....	.....	.....	29
30	Commercial metered lighting, gas.	20,760	1.32	31,542	4,605	1.49	6,863	9,029	1.50	13,547	4,884	1.58	7,728	.....	.....	329	30
31	Commercial heat and power, gas.	379	1.18	448	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6,211	31
32	Other gas corporations.	24,374	.59	14,459	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32
33	Total from sales of gas.	56,546	1.08	61,013	4,644	1.49	6,914	16,471	1.50	24,697	42,000	1.29	54,092	4,416	1.48	6,540	33
34	Rent of gas appliances.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	34
35	Gas merchandise and jobbing revenues.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	35
36	Sales of residuals and byproducts.	.....	.....	906	.....	.....	44	.....	.....	1,488	.....	.....	1,222	.....	.....	933	36
37	Joint gas rent revenue.	.....	.....	109	.....	.....	1,650	.....	.....	.....	.....	.....	9,479	.....	.....	.....	37
38	Commissions on others' gas.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	38
39	Other miscellaneous gas revenues.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	39
40	Total miscellaneous gas revenues.	.....	.....	1,106	.....	.....	1,694	.....	.....	1,488	.....	.....	10,699	.....	.....	963	40
41	Total gas revenues.	.....	.....	62,119	.....	.....	8,609	.....	.....	26,185	.....	.....	64,793	.....	.....	7,504	41
42	Total electric and gas operating revenues.	.....	.....	88,036	.....	.....	84,823	.....	.....	82,484	.....	.....	73,196	.....	.....	70,362	42

s Estimated.

"Net revenue" is the net amount charged the consumer, i. e. gross price less any discounts or allowances.  
 Figures in *italics* denote losses.  
 The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 91.

TABLE 309: OPERATING REVENUES, ELECTRICAL AND GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (concluded)

"Net revenue" is the net amount charged the consumer, i. e. gross price less any discounts or allowances.  
 Figures in *italics* denote losses.  
 The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 91.

Line No.	Name of account	United Gas, Electric Light & Fuel EG 34			Ononota Light & Power EG 35			Haltmoon Light, Heat & Power EG 36			Elmira Water, Light & Railroad EGN 1			Depew & Lancaster Light, Power & Conduit EN 1			Line No.
		Number of units sold	Av. net rev. per kw.h. or M cu.ft.	Net revenue	Number of units sold	Av. net rev. per kw.h. or M cu.ft.	Net revenue	Number of units sold	Av. net rev. per kw.h. or M cu.ft.	Net revenue	Number of units sold	Av. net rev. per kw.h. or M cu.ft.	Net revenue	Number of units sold	Av. net rev. per kw.h. or M cu.ft.	Net revenue	
1	ELECTRIC:	<i>Kw.h.</i>	<i>Cents</i>	<i>Dollars</i>	<i>Kw.h.</i>	<i>Cents</i>	<i>Dollars</i>	<i>Kw.h.</i>	<i>Cents</i>	<i>Dollars</i>	<i>Kw.h.</i>	<i>Cents</i>	<i>Dollars</i>	<i>Kw.h.</i>	<i>Cents</i>	<i>Dollars</i>	1
2	Municipal street lighting, arc.....	321,938	3.53	11,362	260,760	3.79	9,876	868,000	2.73	1,815	1,025,125	5.10	25,320	310,400	5.41	16,801	2
3	Municipal street lighting, incandescent.....	47,521	5.67	2,693	7,318	8.00	585	773,932	4.39	3,390	17,800	8.81	26,926	3,415	5.07	173	3
4	Lighting municipal buildings, electric.....	16,858	7.93	1,337	.....	.....	.....	2,345	6.01	141	.....	.....	1,568	6,782	5.25	356	4
5	Municipal heat and power, electric.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11,758	4.30	505	5
6	Miscellaneous electric revenues, municipal.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
7	Commercial flat rate lighting.....	14,984	3.52	527	.....	.....	.....	83,000	7.17	215	197,879	8.3	1,651	.....	.....	.....	7
8	Commercial flat rate power.....	.....	.....	.....	101,915	3.03	3,088	.....	.....	.....	6,475	6.24	404	.....	.....	.....	8
9	Commercial metered lighting.....	292,680	8.89	26,013	318,000	9.70	30,840	247,365	9.78	24,185	2,443,998	6.79	165,916	232,512	6.92	16,086	9
10	Commercial metered power.....	442,027	2.46	10,852	26,582	7.03	1,870	93,955	4.60	4,321	3,988,945	2.11	126,473	1,763,352	1.09	19,182	10
11	Railroad corporations.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,864,430	1.50	27,966	751,860	.91	6,854	11
12	Other electrical corporations.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	837,641	1.25	10,471	.....	.....	.....	12
13	Breakdown service.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
14	Miscellaneous sales of current.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
15	Total from sales of current.....	1,136,008	4.65	52,783	714,375	6.47	46,259	486,597	7.00	34,068	12,381,913	3.12	386,695	3,080,079	1.95	59,958	15
16	Rent of electric meters.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
17	Rent of electric appliances.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17
18	Electric merchandise and jobbing revenues.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18
19	Sales of byproducts.....	.....	.....	130	.....	.....	.....	.....	.....	1,213	.....	.....	5,572	.....	.....	636	19
20	Joint electric rent revenue.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,000	.....	.....	.....	20
21	Other miscellaneous electric revenues.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,342	.....	.....	396	21
22	Total miscellaneous electric revenues.....	.....	.....	130	.....	.....	.....	.....	.....	1,230	.....	.....	9,914	.....	.....	1,096	22
23	Total electric revenues.....	.....	.....	52,913	.....	.....	46,259	.....	.....	35,298	.....	.....	386,609	.....	.....	61,054	23
24	GAS:	<i>M cu.ft.</i>	<i>Dollars</i>	<i>Dollars</i>	<i>M cu.ft.</i>	<i>Dollars</i>	<i>Dollars</i>	<i>M cu.ft.</i>	<i>Dollars</i>	<i>Dollars</i>	<i>M cu.ft.</i>	<i>Dollars</i>	<i>Dollars</i>	<i>M cu.ft.</i>	<i>Dollars</i>	<i>Dollars</i>	24
25	Municipal street lighting, gas.....	.....	1.26	.....	.....	1.50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25
26	Lighting municipal buildings, gas.....	18	.....	.....	8	.....	12	.....	.....	.....	170	1.10	187	.....	.....	.....	26
27	Municipal heat and power, gas.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	27
28	Miscellaneous gas revenues, municipal.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	28
29	Prepaid gas.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	29
30	Commercial metered lighting, gas.....	13,493	1.24	16,768	4,956	1.50	7,433	2,504	1.49	3,743	94	1.16	109	20,749	1.31	11,804	30
31	Commercial heat and power, gas.....	.....	.....	.....	8,510	1.50	12,765	5,030	1.58	7,957	19,103	1.09	20,749	.....	.....	.....	31
32	Other gas corporations.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32
33	Total from sales of gas.....	13,511	.....	16,791	13,473	1.50	20,210	7,534	1.55	11,700	19,367	1.09	21,045	26,566	1.31	11,804	33
34	Rent of gas appliances.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	34
35	Gas merchandise and jobbing revenues.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	35
36	Sales of residuals and byproducts.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	36
37	Joint gas rent revenue.....	.....	.....	222	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	37
38	Commissions on others' gas.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	38
39	Other miscellaneous gas revenues.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	39
40	Total miscellaneous gas revenues.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40
41	Total gas revenues.....	.....	.....	17,012	.....	.....	20,210	.....	.....	12,342	.....	.....	28,776	.....	.....	8,043	41
42	Total electric and gas operating revenues.....	.....	.....	69,925	.....	.....	66,469	.....	.....	47,640	.....	.....	425,385	.....	.....	69,097	42

<sup>8</sup> Estimated.

<sup>10</sup> Returns incomplete; see Historical and Explanatory Statement.

<sup>11</sup> Natural gas.



TABLE 310: OPERATING EXPENSES, ELECTRICAL AND GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914

The averages are based on the number of kilowatt hours electricity or thousand cubic feet gas sold except where otherwise noted. Figures in *italics* denote credits. The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 91.

Line No.	Name of account	Rochester Railway & Light EG 1		Westchester Lighting EG 2		Syracuse Lighting EG 3		Municipal Gas, Albany EG 4		Utica Gas & Electric EG 5		Adirondack Electric Power Corporation EG 6		Central Hudson Gas & Electric EG 7		Line No.
		Amount	Per kw. hour or M cu ft.	Amount	Per kw. hour or M cu ft.	Amount	Per kw. hour or M cu ft.	Amount	Per kw. hour or M cu ft.	Amount	Per kw. hour or M cu ft.	Amount	Per kw. hour or M cu ft.	Amount	Per kw. hour or M cu ft.	
1	ELECTRIC:															1
2	Station superintendence and labor.....	101,721	1.117	28,234	1.173	41,331	1.441	19,293	1.215	44,308	1.121	7,66,316	1.067	26,146	1.209	2
3	Fuel.....	175,516	1.203	74,048	1.453	71,281	1.204	10,838	1.194	50,170	1.137	135,412	1.136	90,408	1.724	3
4	Other station supplies and expenses.....	26,023	1.030	17,075	1.088	19,104	1.204	8,454	1.314	7,220	1.020	9,090	1.009	6,179	1.049	4
5	Repairs power plant buildings.....	6,801	1.066	1,075	1.066	4,841	1.052	1,127	1.242	3,050	1.008	9,599	1.010	4,137	1.033	5
6	Repairs steam equipment.....	22,443	1.026	13,055	1.080	13,090	1.140	4,999	1.550	6,283	1.017	4,750	1.005	8,103	1.065	6
7	Repairs hydraulic power plant.....	17,927	1.021							977	1.003	19,890	1.020			7
8	Repairs gas power equipment.....	12,582	1.015	1,010	1.062	6,017	1.064	2,616	1.282	1,999	1.005	8,851	1.009	1,763	1.014	8
9	Repairs power plant electric equipment.....	1,385	1.002	274	1.017	241	1.003	30	1.033	1,344	1.004	623	1.001	48		9
10	Miscellaneous station repairs.....															10
11	Steam from other sources.....	189,297	2.509	48,549	2.914	196,313	2.507	145,043	2.895	23,392	2.057	190,887	2.052	13,757	2.517	11
12	Electric energy from other sources.....	35,557	1.041			4,766	1.051							13,451	1.108	12
13	Steam transferred to district heating, Ct.....															13
14	Total production expenses.....	518,139	.529	183,919	1.304	347,452	1.019	187,900	1.415	138,743	.479	445,419	.452	137,119	1.077	14
15	Transmission subway rent.....															15
16	Transmission repairs.....	7,318	.007	7,171	.051	512	.002			3,098	.011	24,300	.025	4,843	.038	16
17	Sub-station labor, supplies, and expenses.....	30,750	.031	16,615	.118	1,752	.005			2,277	.008	26,272	.027	4,455	.035	17
18	Repairs sub-station buildings.....	898	.001	1,130	.008	604	.002			13	.004	1,321	.001	203	.002	18
19	Repairs sub-station equipment.....	14,959	.015	877	.006	1,938	.006			1,276	.004	5,743	.006	466	.004	19
20	Total transmission expenses.....	53,925	.055	25,794	.183	4,806	.014			6,663	.023	57,636	.058	9,907	.078	20
21	Total electric storage expenses.....	8,182	.008					390	.003							21
22	Electric distribution office and superintendence.....	28,507	.029	6,131	.043	10,071	.030	6,713	.051	4,663	.016	12,434	.013	7,629	.060	22
23	Setting and removing meters and transformers.....	1,683	.002	6,649	.047	12,051	.035	3,271	.025	2,395	.008	3,748	.004	1,288	.010	23
24	Distribution and subway rent.....	61,820	.063							5,331	.018					24
25	Repairs distribution mains.....	46,757	.048	50,634	.359	50,984	.149	20,735	.156	12,670	.044	13,445	.014	13,025	.102	25
26	Repairs electric services.....	3,870	.004	4,188	.030	4,822	.007	1,385	.005	1,385	.005	4,743	.005	711	.006	26
27	Repairs transformers.....	5,344	.005	6,436	.046	3,508	.010	4,968	.037	178	.001	621	.001	306	.002	27
28	Electric meter operation and repairs.....	24,085	.025			8,383	.025	11,303	.085	3,764	.013	3,908	.004	3,783	.030	28
29	Total distribution expenses.....	172,066	.176	74,488	.528	89,818	.263	47,911	.361	30,387	.105	38,899	.039	26,743	.210	29
30	Commercial are operation.....	988	.001			773	.002	938	.007	606	.002	229		249	.002	30
31	Commercial are repairs.....	14,287	.015	12	.001	18,381	.034	176	.001			27		3,411	.037	31
32	Commercial incandescent operation.....	22,014	.022	5,122	.037	11,072	.032	2,891	.022	6,106	.021	6,372	.006	3,232	.010	32
33	Consumers' installation expenses.....	28,355	.029	2,162	.015	8,943	.026	8,328	.063	3,701	.013	4,222	.004	3,697	.029	33
34	Municipal street are operation.....	20,144	.015	2,170	.015	6,606	.019	4,769	.036	10,686	.037	1,889	.002	3,273	.026	34
35	Municipal street are repairs.....	17,205	.018	8,501	.060	1,257	.004	237	.002	6,909	.024	1,889	.002	2,461	.019	35
36	Municipal street incandescent operation.....	1,919	.002	10,160	.072	1,443	.004	109	.001	34		822	.001	1,173	.009	36
37	Municipal street incandescent repairs.....															37
38	Total utilization expenses.....	105,687	.108	41,430	.294	48,964	.144	17,488	.132	29,009	.100	18,659	.019	15,495	.122	38
39	Commercial administration, electric.....	33,036	.034	39,256	.278	33,199	.097	8,837	.067	19,026	.066	19,132	.019	13,115	.103	39
40	Promotion expenses, electric.....	47,199	.048	13,527	.096	21,493	.063	4,082	.031	4,807	.017	6,081	.006	14,950	.117	40
41	Total commercial expenses, electric.....	80,235	.082	52,783	.374	54,692	.160	12,919	.097	23,833	.082	25,214	.026	28,065	.220	41
42	General administration.....	86,705	.089	64,890	.460	15,091	.044	27,757	.209	25,407	.088	87,025	.088	39,716	.312	42
43	Insurance.....	23,155	.024	18,632	.122	13,147	.039	5,552	.042	7,258	.025	25,811	.026	12,283	.096	43
44	Relief department and pensions.....													4,229	.033	44
45	Franchise requirements.....			1,662	.012	83,999	.246	33,652	.253	39,451	.136	398		66,974	.001	45
46	General amortization.....	106,258	.109			7,926	.022	8,800	.068	2,925	.017	4,429	.004	1,065	.008	46
47	Injuries to persons and property.....	16,617	.017	2,568	.018			1,774	.013	2,925	.010	1,910	.002	2,476	.019	47
48	General stationery and printing.....	6,807	.007	12,433	.088			1,974	.007	1,974	.007	6,087	.006	2,315	.018	48
49	Store and stable expenses.....	4,434	.005											3,558	.028	49
50	Miscellaneous adjustments, balance.....	74,618	.076	21,619	.153	18,877	.054	3,600	.037	3,760	.013	4,216	.004			50
51	Total general and miscellaneous expenses.....	169,383	.173	79,163	.561	101,486	.298	73,935	.557	78,054	.269	121,444	.123	125,602	.986	51
52	Total operating expenses, electric.....	1,107,617	1.132	645,576	3.243	647,218	1.898	340,542	2.564	306,688	1.058	707,270	.717	342,991	2.693	52





TABLE 310: OPERATING EXPENSES, ELECTRICAL AND GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (continued)

The averages are based on the number of kilowatt hours electricity or thousand cubic feet gas sold except where otherwise noted. Figures in *italics* denote credits. The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 91.

Line No.	Name of account	Troy Gas EG 8		Northern New York Utilities, Inc. <sup>3</sup> EG 9		Empire Gas & Electric EG 10		Watertown Light & Power <sup>2</sup> EG 11		Fulton County Gas & Electric EG 12		Rockland Light & Power EG 13		Central New York Gas & Electric EG 14		Line No.
		Amount	Per kw. hour or M cu.ft.	Amount	Per kw. hour or M cu.ft.	Amount	Per kw. hour or M cu.ft.	Amount	Per kw. hour or M cu.ft.	Amount	Per kw. hour or M cu.ft.	Amount	Per kw. hour or M cu.ft.	Amount	Per kw. hour or M cu.ft.	
1	ELECTRIC:															1
2	Station superintendence and labor	1,135	13.018	3,194	1.031	10,915	1.283	10,007	1.077	5,125	19.369	26,292	1.378	20,517	1.321	2
3	Fuel for power	146	1.168	1,001	1.001	39,210	1.017	3,920	1.030	3,532	16.457	51,232	1.737	56,325	1.882	3
4	Other station supplies and expenses	7	1.019	486	1.005	1,905	1.049	1,015	1.021	1,900	13.473	1,697	1.737	2,151	1.034	4
5	Repairs steam plant buildings					228	1.066	319	1.002	184	1.336	4,377	1.006	2,539	1.000	5
6	Repairs power equipment	41	1.109			2,131	1.055		1.003	669	11.223	9,437	1.142	6,707	1.105	6
7	Repairs hydraulic power plant			3,001	1.029			561	1.004	47	1.086			616	1.010	7
8	Repairs gas power equipment					336	1.009		1.005	315	1.576			364	1.006	8
9	Repairs power plant electric equipment	36	1.096	161	1.002	24	1.001	120	1.001			39	1.001	332	1.005	9
10	Miscellaneous station repairs	78	1.207	279	1.003											10
11	Steam from other sources															11
12	Power gas from other sources			377	2.888	42,752	2.732	48,329	2.588	57,526	21.073	1,433	24.122	7,150	2.746	12
13	Electric energy from other sources	76,057	2.904									10,352	1.149			13
14	Steam transferred to district heating, Cr.															14
15	Total production expenses	77,417	1.101	7,679	.077	97,502	1.427	65,444	.375	69,298	1.757	88,799	2.004	94,712	1.851	15
16	Transmission subway rent															16
17	Transmission repairs			63	.001			799	.005	793	.020	458	.010	2,402	.047	17
18	Sub-station labor, supplies, and expenses	11,899	.169	14	.001	2,334	.034	.011	.003	4,056	.103	494	.011	898	.018	18
19	Repairs sub-station buildings	307	.004			16	.001			2	.001	75	.002	42	.001	19
20	Repairs sub-station equipment	1,331	.019	38	.001	59	.001	4	.001	48	.001	34	.001	39	.001	20
21	Total transmission expenses	13,538	.192	116	.001	2,409	.035	803	.005	4,898	.124	1,061	.024	3,382	.066	21
22	Total electric storage expenses															22
23	Electric distribution office and superintendence															23
24	Setting and removing meters and transformers	6,309	.090	325	.003	1,243	.018	2,627	.015	2,778	.070	6,897	.156	3,989	.078	24
25	Distribution subway rent	2,055	.029	54	.001	770	.011	537	.003	1,576	.040	1,354	.031	1,181	.023	25
26	Repairs distribution mains	5,997	.085	436	.004	4,490	.066	5,081	.029	3,389	.086	15,246	.344	6,053	.118	26
27	Repairs electric services	1,406	.020	43	.001	424	.006	431	.002	495	.013	778	.018	1,214	.024	27
28	Repairs transformers	77	.001	125	.001			824	.005	56	.001	2,811	.063	332	.006	28
29	Electric meter operation and repairs	2,599	.037			709	.010	2,116	.012	817	.021			2,102	.041	29
30	Total distribution expenses	18,414	.262	1,062	.011	7,636	.112	11,616	.067	9,111	.231	28,184	.636	15,201	.297	30
31	Commercial arc operation	343	.005	29	.001					152	.004					31
32	Commercial arc repairs	64	.001							41	.001			384	.008	32
33	Commercial incandescent operation	69	.001	66	.001	1,392	.020	536	.003	2,367	.060	4,036	.091	1,407	.028	33
34	Consumers' installation expenses	5,243	.075	218	.002	441	.006	318	.002	1,845	.047	2,158	.049	717	.014	34
35	Municipal street arc repairs	2,160	.031	448	.005	3,089	.045	1,601	.009	612	.016	575	.022	937	.018	35
36	Municipal street incandescent operation			118	.001			2,111	.012	156	.004	3,533	.080			36
37	Municipal street incandescent repairs					784	.011	587	.003	783	.020	838	.019	3,784	.074	37
38	Total utilization expenses	7,889	.112	905	.009	5,706	.084	5,181	.030	5,956	.151	12,138	.274	7,229	.141	38
39	Commercial administration, electric	4,088	.058	867	.009	10,173	.149	6,661	.038	12,382	.314	7,997	.181	11,523	.225	39
40	Promotion expenses, electric	818	.012	318	.003	5,061	.083	896	.005	7,138	.181	7,720	.174	6,097	.119	40
41	Total commercial expenses, electric	4,906	.070	1,186	.012	15,835	.232	7,557	.043	19,520	.495	15,718	.355	17,620	.344	41
42	General administration	13,466	.191	3,894	.039	6,627	.097	17,150	.098	6,217	.056	28,403	.641	7,572	.148	42
43	Insurance	4,025	.057	398	.004	4,139	.061	4,549	.026	1,876	.048	11,534	.260	6,560	.128	43
44	Relief department and pensions															44
45	Franchise requirements															45
46	General amortization	45,201	.643	7,133	.072	8,400	.123	14,850	.085	18,175	.461	9,194	.208	9,000	.001	46
47	Injuries to persons and property	344	.005	25	.001	788	.010	15	.001	3,047	.077	138	.003	139	.003	47
48	General stationery and printing	821	.012	199	.002	704	.010	1,111	.006			200	.004	700	.014	48
49	Store and stable expenses	3,768	.054	174	.002	3,078	.045	1,912	.011			29	.001	1,280	.025	49
50	Miscellaneous adjustments, balance	2,900	.033	589	.006	4,264	.062	4,797	.027	4,846	.123	10,824,641	.735	7,215	.141	50
51	Total general and miscellaneous expenses	65,325	.929	11,233	.113	27,999	.409	34,790	.199	20,468	.519	18,806	.425	32,508	.635	51
52	Total operating expenses, electric	187,490	2.665	22,180	.224	157,087	2.300	125,391	.719	129,252	3.277	164,707	3.718	170,451	3.336	52





TABLE 310: OPERATING EXPENSES, ELECTRICAL AND GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (continued)

The averages are based on the number of kilowatt hours electricity or thousand cubic feet gas sold except where otherwise noted. Figures in *italics* denote credits.  
The corporations are named in the order of their average revenues under electric and gas operating during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 91.

Line No.	Name of account	Rome Gas, Electric Light & Power EG 15		Lockport Light, Heat & Power EG 16		Northern Westchester Lighting EG 17		Kingston Gas & Electric EG 18		Peoples Gas & Electric, Oswego EG 19		Albany Southern Railroad EG 20		Swett, A. L., Electric Light & Power EG 21		Peekskill Lighting & Railroad EG 22		Line No.
		Amount	Per kw. hour or M cu.ft.	Amount	Per kw. hour or M cu.ft.	Amount	Per kw. hour or M cu.ft.	Amount	Per kw. hour or M cu.ft.	Amount	Per kw. hour or M cu.ft.	Amount	Per kw. hour or M cu.ft.	Amount	Per kw. hour or M cu.ft.	Amount	Per kw. hour or M cu.ft.	
1	ELECTRIC:																	1
2	Station superintendence and labor	2,229	13.001	10,306	1.221	8,352	1.219	2,416	1.416	8,465	1.297	16,748	1.199	5,481	1.147	5,907	1.283	2
3	Fuel for power	2,124	12.860	28,267	1.607	34,250	1.897	532	1.917	9,311	1.326	38,379	1.455	5,588	1.016	19,581	1.926	3
4	Other station supplies and expenses	2,222	12.991	15,000	1.322	6,032	1.158	44	1.759	4,713	1.165	1,053	1.012	1,073	1.029	4,044	1.191	4
5	Repairs power plant buildings	287	1.386	149	1.003	1,796	1.043	5	1.086	1,375	1.013	907	1.011	1,076	1.029	548	1.026	5
6	Repairs steam equipment			2,783	1.060	3,940	1.103			1,173	1.041	2,286	1.027	2,081	1.036	3,213	1.152	6
7	Repairs hydraulic power plant			362	1.008					1,109	1.039							7
8	Repairs gas power equipment			1,509	1.032	1,642	1.043			527	1.018	586	1.007	903	1.026	293	1.014	8
9	Repairs power plant electric equipment	549	1.739	238	1.005	40	1.001	10	1.172	313	1.011	191	1.002	328	1.009	349	1.016	9
10	Miscellaneous station repairs																	10
11	Steam from other sources																	11
12	Power gas from other sources	62,814	21.169	39,537	2.378	7,919	2.913	12,233	2.934	8,770	2.792			16,062	2.522	37	2.741	12
13	Electric energy from other sources			17,358	1.373													13
14	Steam transferred to district heating, Ct.																	14
15	Total production expenses	70,225	1.462	80,793	.716	63,971	2.016	26,162	1.394	34,755	1.110	60,149	1.714	27,781	.594	34,062	3.062	15
16	Transmission subway rent																	16
17	Transmission repairs			256	.002	833	.026	125	.007	46	.001	259	1.003	1,344	.029			17
18	Sub-station labor, supplies, and expenses			504	.004	561	.018			630	.020	7,744	1.092	1,522	.033			18
19	Repairs sub-station buildings			7	.001	21	.001			6		27	1.007	103	.002			19
20	Repairs sub-station equipment					4						610		82				20
21	Total transmission expenses			767	.007	1,419	.045	125	.007	682	.022	8,640	1.103	3,051	.065			21
22	Total electric storage expenses																	22
23	Electric distribution office and superintendence	1,079	.022	1,713	.015			3,153	.168	1,429	.046	1,071	.056	2,758	.059			23
24	Setting and removing meters and transformers	247	.005	784	.007			643	.034	642	.020	441	.023	1,183	.025	583		24
25	Distribution subway rent																	25
26	Repairs distribution mains	2,467	.051	2,987	.026	4,910	.155		.123	2,358	.075	4,923	.255	6,519	.139	3,643	.327	26
27	Repairs electric services	5	.002	792	.007	357	.011	236	.013	389	.012	800	.042	380	.020	62	.006	27
28	Repairs transformers			180	.002	108	.003	219	.012	143	.005	114	.005	223	.005	114	.015	28
29	Electric meter operation and repairs	1,006	.021	1,129	.010	1,190	.037	844	.045	1,137	.037	862	.045	1,451	.031	838	.075	29
30	Total distribution expenses	4,805	.100	7,584	.067	8,390	.264	7,394	.394	6,118	.195	8,211	.426	13,064	.279	5,294	.476	30
31	Commercial are operation	211	.004					45	.002	57	.002					10	.001	31
32	Commercial are repairs			5		4		43	.002	7					3			32
33	Commercial incandescent operation			226	.002	463	.015	1,446	.077	161	.005	129	.007	650	.014	184	.016	33
34	Consumers' installation expenses	117	.002	1,427	.013	1,525	.048	1,041	.055	205	.007	212	.011	362	.008	633	.057	34
35	Municipal street are operation	1,657	.034	3,249	.029	73	.002	1,148	.061	2,771	.088			1,644	.035	319	.028	35
36	Municipal street are repairs	155	.003	10		10		266	.014	2,541	.081	9		1,556	.033	338	.030	36
37	Municipal street incandescent operation			1,109	.010	1,256	.040	1,273	.068	136	.004	1,590	.082	249	.005	662	.039	37
38	Municipal street incandescent repairs	200	.004			326	.010	103	.009	138	.004	1,691	.088	34	.001	354	.029	38
39	Total utilization expenses	2,340	.049	6,018	.053	3,658	.115	5,425	.289	6,015	.192	3,631	.188	4,495	.096	2,474	.222	39
40	Commercial administration, electric	2,586	.054	2,642	.023	6,696	.211	2,359	.126	2,747	.088	2,520	.131	5,291	.113	2,999	.270	40
41	Promotion expenses, electric	1,363	.028	3,712	.033	1,386	.044	2,818	.150	1,411	.045	708	.045	349	.007	616	.055	41
42	Total commercial expenses, electric	3,949	.082	6,355	.056	8,082	.255	5,177	.276	4,158	.133	3,289	.171	5,640	.121	3,615	.325	42
43	General administration	6,672	.139	14,333	.127	7,122	.224	7,475	.398	14,735	.470	8,907	.462	18,573	.397	4,051	.304	43
44	Insurance	3,084	.064	1,846	.016	4,021	.127	1,808	.100	3,920	.125	2,481	.129	2,906	.002	1,594	.143	44
45	Relief department and pensions																	45
46	Franchise negotiations			206	.002	1,389	.044	4,310	.230	8,470	.270	3,504	.182	17,550	.376	615	.055	46
47	General organization	9,817	.204	1,507	.013	52	.002	85	.005	1,067	.034	887	.051	1,092	.002	767	.060	47
48	Injuries to persons and property			2,496	.022	997	.030	85	.005	1,067	.034	887	.051	1,092	.002	767	.060	48
49	General stationery and printing	596	.012	339	.003	297	.009	85	.005	1,067	.034	887	.051	1,092	.002	767	.060	49
50	Stores and stable expenses			359	.003	412	.013			1,370	.076	793	.041	2,108	.045	900	.083	50
51	Miscellaneous adjustments, balance	2,630	.065	1,394	.012	4,568	.144	1,358	.071	1,394	.064	38,576	2.001	718	.016	14,480	1.302	51
52	Total general and miscellaneous expenses	17,548	.365	19,687	.175	12,474	.393	12,400	.661	28,703	.916	21,853	1.134	41,638	.891	14,029	.666	52
53	Total operating expenses, electric	98,807	2.058	121,204	1.075	97,994	3.088	56,683	3.021	80,431	2.568	62,008	3.220	95,669	2.047	14,391	1.466	53





TABLE 310: OPERATING EXPENSES, ELECTRICAL AND GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (continued)

The averages are based on the number of kilowatt hours electricity or thousand cubic feet gas sold except where otherwise noted. Figures in *italics* denote credits. The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 91.

Line No.	Name of account	Cohoes Gas Light EG 23		Glens Falls Gas & Electric Light EG 24		Orange County Lighting EG 25		Plattsburgh Gas & Electric EG 26		Upper Hudson Electric & R.R. EG 27		Port Jervis Light & Power EG 28		Suffolk Gas & Electric Light EG 29		Corning Light & Power Corporation EG 30		Line No.
		Amount	Per kw. hour or M cu.ft.	Amount	Per kw. hour or M cu.ft.	Amount	Per kw. hour or M cu.ft.	Amount	Per kw. hour or M cu.ft.	Amount	Per kw. hour or M cu.ft.	Amount	Per kw. hour or M cu.ft.	Amount	Per kw. hour or M cu.ft.	Amount	Per kw. hour or M cu.ft.	
1	ELECTRIC:																	1
2	Station superintendence and labor.....	11,313	.343			8,298	.712	8,956	.478	6,585	.551	7,553	.551	707	.551	4,249	.551	2
3	Fuel for power.....	9,323	.282			12,270	1.053	14,732	.786	10,512	.870	14,326	.870	1,857	.870	5,517	.870	3
4	Other station supplies and expenses.....					2,195	.188	1,543	.082	1,835	.070	912	.070	163	.070	956	.070	4
5	Repairs power plant buildings.....					196	.017	993	.053	130	.011	300	.011	44	.011	39	.011	5
6	Repairs steam equipment.....	89	.003			985	.085	1,278	.068	381	.032	968	.032	277	.032	335	.032	6
7	Repairs hydraulic power plant.....	1,699	.051					400	.021	29	.002							7
8	Repairs gas power equipment.....					176	.015	339	.018	200	.017	883	.017	99	.017	229	.017	8
9	Repairs power plant electric equipment.....	770	.023			191	.016	382	.020	100	.009	25	.009	8	.009			9
10	Miscellaneous station repairs.....	416	.013															10
11	Steam from other sources.....																	11
12	Power gas from other sources.....																	12
13	Electric energy from other sources.....			21,834	.850							2,769	.750			14,906	.750	13
14	Steam transferred to district heating, Cr.....																	14
15	Total production expenses.....	23,610	.715	21,834	1.030	24,311	2.086	28,625	1.528	18,771	1.572	27,736	1.686	12,396	5.878	26,250	2.137	15
16	Transmission subway rent.....																	16
17	Transmission repairs.....			15	.001			124	.007	637	.053							17
18	Sub-station labor, supplies, and expenses.....			1,936	.091					244	.020			255	.121	564	.046	18
19	Repairs sub-station buildings.....			111	.005					3								19
20	Repairs sub-station equipment.....									4								20
21	Total transmission expenses.....			2,061	.097			124	.007	889	.074			255	.121	564	.046	21
22	Total electric storage expenses.....							486	.026									22
23	Electric distribution office and superintendence.....																	23
24	Setting and removing meters and transformers.....			337	.016	1,444	.124	1,007	.054					41	.019	490	.040	24
25	Distribution subway rent.....			579	.027	653	.056	168	.009	518	.043	138	.010	155	.073			25
26	Repairs distribution mains.....	3,050	.092	1,924	.091	4,163	.357	1,499	.080	5,426	.454	1,089	.066	321	.152	1,512	.124	26
27	Repairs electric services.....	22	.001	920	.019	77	.007	78	.004	289	.024	120	.007		.012	49	.004	27
28	Repairs transformers.....	32	.001	242	.011	133	.011	157	.008	24	.002		.002	134	.015	37	.006	28
29	Electric meter operation and repairs.....					113	.096	753	.041	99	.008	26	.002		.064	326	.027	29
30	Total distribution expenses.....	5,171	.157	3,500	.165	8,284	.711	3,662	.195	6,357	.532	1,393	.085	709	.336	2,451	.201	30
31	Commercial arc operation.....			23	.001													31
32	Commercial arc repairs.....			50	.002													32
33	Commercial incandescent operation.....			1,443	.068			498	.027	193	.017			3	.001	196	.016	33
34	Consumers installation expenses.....	63	.002	939	.044			85	.005	70	.006			24	.002			34
35	Municipal street arc repairs.....	6,210	.188			560	.048	776	.041	212	.018	674	.041	194	.092	482	.040	35
36	Municipal street incandescent operation.....			330	.028	330	.028	286	.015	79	.007	508	.031	40	.019	246	.020	36
37	Municipal street incandescent repairs.....					614	.053	200	.011	741	.062	222	.013	498	.236	700	.058	37
38	Total utilization expenses.....	7,052	.214	2,454	.116	2,296	.197	1,848	.099	1,360	.114	1,417	.086	823	.390	1,654	.136	38
39	Commercial administration, electric.....					1,552	.133	2,273	.121	886	.074	1,813	.110		.496	1,166	.096	39
40	Promotion expenses, electric.....			68	.003	1,311	.113	196	.010	75	.006	568	.035			1,244	.102	40
41	Total commercial expenses, electric.....	1,405	.043	68	.003	2,863	.246	2,469	.132	961	.080	2,381	.145	1,047	.496	2,411	.198	41
42	General administration.....	7,478	.227	3,827	.180	7,680	.659	7,088	.378	6,248	.523	6,762	.411	1,469	.697	6,101	.501	42
43	Insurance.....	3,736	.113	482	.023	2,562	.220	2,720	.145	1,720	.144	1,589	.097	490	.232	1,459	.120	43
44	Relief department and pensions.....																	44
45	Franchise requirements.....																	45
46	General amortization.....	1,357	.041	1,684	.079	7,529	.646	3,931	.210	2,320	.211	5,385	.327					46
47	Injuries to persons and property.....			185	.009													47
48	General stationery and printing.....			229	.011	495	.042	298	.016	354	.030	380	.023	192	.091	380	.031	48
49	Store and stable expenses.....	700	.021	17	.001	1,013	.087	2,096	.112	1,005	.084	528	.034	434	.206			49
50	Miscellaneous adjustments, balance.....			376	.018					582	.049			1,403	.665	869	.030	50
51	Total general and miscellaneous expenses.....	13,270	.402	6,048	.285	19,047	1.635	16,133	.861	12,428	1.041	14,644	.890	1,184	.561	7,572	.622	51
52	Total operating expenses, electric.....	50,508	1.530	35,965	1.697	56,800	4.874	53,348	2.848	40,767	3.414	47,570	2.891	15,903	7.541	40,901	3.361	52





TABLE 310: OPERATING EXPENSES, ELECTRICAL AND GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (concluded)

The averages are based on the number of kilowatt hours electricity or thousand cubic feet gas sold except where otherwise noted. Figures in *italics* denote credits. The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 91.

Line No.	Name of account	Southern Dutchess Gas & Electric EG 31		Niagara Falls Gas & Electric Light EG 32		Malone Light & Power EG 33		United Gas, Electric Light & Fuel EG 34		Oneonta Light & Power EG 35		Haltmoon Light, Heat & Power EG 36		Elmira Water, Light & Railroad EG 1		Depew & Lancaster Light, Pr. & Conducting EN 1	
		Amount	Per kw. hour or M cu ft.	Amount	Per kw. hour or M cu ft.	Amount	Per kw. hour or M cu ft.	Amount	Per kw. hour or M cu ft.	Amount	Per kw. hour or M cu ft.	Amount	Per kw. hour or M cu ft.	Amount	Per kw. hour or M cu ft.	Amount	Per kw. hour or M cu ft.
1	ELECTRIC:																
2	Station superintendence and labor.....	5,906	.526	480	.534	2,643	1.040	3,857	.540	1,305	.268	1,305	.268	28,379	.042	1,297	.042
3	Fuel for power.....	12,465	1.111	.....	.....	303	1.005	5,105	.714	.....	.....	.....	.....	86,092	.695	.....	.695
4	Other station supplies and expenses.....	2,468	.220	.....	.....	519	1.011	.....	.117	.....	.....	377	.077	8,731	.071	470	.015
5	Repairs power plant buildings.....	1,079	.096	.....	.....	150	1.002	.....	.....	1	.006	29	.006	1,703	.014	81	.003
6	Repairs steam equipment.....	749	.067	.....	.....	93	1.001	.....	.085	604	.....	.....	.....	14,618	.118	.....	.118
7	Repairs hydraulic power plant.....	351	.031	.....	.....	368	1.006	.....	.025	180	.....	.....	.....	.....	.....	.....	.....
8	Repairs gas power equipment.....	653	.058	.....	.....	79	1.001	.....	.037	263	.....	1	.....	3,366	.027	48	.002
9	Repairs power plant electric equipment.....	.....	.....	.....	.....	104	1.002	.....	.025	177	.....	21	.004	1,130	.009	.....	.....
10	Miscellaneous station repairs.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18	.004	.....	.....	.....	.....
11	Steam from other sources.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12	Power gas from other sources.....	16,831	.341	.....	.....	3,770	2.322	.....	.....	.....	.....	8,248	2.122	.....	.....	22,227	2.685
13	Electric energy from other sources.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	Steam transferred to district heating, Cr.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	Total production expenses.....	27,503	2.450	2,508	2.792	8,031	.112	16,496	1.452	11,024	1.543	9,999	2.055	144,019	1.163	24,123	.783
16	Transmission subway rent.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17	Transmission repairs.....	.....	.....	.....	.....	45	.001	67	.006	.....	.....	.....	.....	919	.007	587	.019
18	Sub-station labor, supplies, and expenses.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,000	.024	.....	.....
19	Repairs sub-station buildings.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	413	.003	.....	.....
20	Repairs sub-station equipment.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	902	.007	.....	.....
21	Total transmission expenses.....	.....	.....	.....	.....	45	.001	67	.006	.....	.....	.....	.....	5,235	.042	587	.019
22	Total electric storage expenses.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	156	.001	.....	.....
23	Electric distribution office and superintendence.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,820	.015	609	.020
24	Setting and removing meters and transformers.....	.....	.....	500	.557	137	.002	.....	.....	.....	.....	.....	.....	1,268	.010	151	.005
25	Distribution subway rent.....	.....	.....	400	.445	166	.002	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
26	Repairs distribution mains.....	4,374	.390	2,866	3.190	1,445	.020	2,307	.001	1,055	.148	1,889	.388	9,307	.075	560	.018
27	Repairs electric services.....	.....	.....	.....	.....	139	.002	12	.001	156	.022	241	.050	.....	.002	.....	.002
28	Repairs transformers.....	24	.002	.....	.....	16	.002	.....	.....	.....	.....	.....	.....	721	.006	255	.007
29	Electric meter operation and repairs.....	77	.077	.....	.....	130	.002	469	.041	325	.045	56	.012	2,818	.023	387	.019
30	Total distribution expenses.....	4,475	.399	3,766	4.192	2,034	.028	2,997	.264	1,536	.215	2,206	.453	16,133	.130	2,223	.072
31	Commercial are operation.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	479	.004	.....	.....
32	Commercial are repairs.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	107	.001	.....	.....
33	Commercial incandescent operation.....	.....	.....	.....	.....	52	.001	466	.041	.....	.....	.....	.....	1,837	.015	.....	.....
34	Consumers' installation expenses.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	882	.007	.....	.....
35	Municipal street are operation.....	358	.032	.....	.....	421	.006	891	.078	540	.076	101	.021	2,557	.021	1,110	.036
36	Municipal street are repairs.....	.....	.....	.....	.....	387	.003	1,275	.112	94	.013	.....	.....	231	.002	940	.031
37	Municipal street incandescent operation.....	1,592	.142	.....	.....	110	.002	281	.025	.....	.....	411	.084	2,068	.017	352	.011
38	Municipal street incandescent repairs.....	.....	.....	.....	.....	42	.002	.....	.....	.....	.....	34	.007	1,459	.012	72	.002
39	Total utilization expenses.....	1,951	.174	.....	.....	1,013	.014	2,907	.256	693	.097	1,064	.219	9,621	.078	2,505	.081
40	Commercial administration, electric.....	.....	.....	300	.324	.....	.013	.....	.....	.....	.....	.....	.....	4,761	.038	1,576	.051
41	Promotion expenses, electric.....	.....	.....	.....	.....	410	.006	.....	.001	1,599	.224	1,497	.308	10,212	.082	481	.016
42	Total commercial expenses, electric.....	.....	.....	300	.324	1,344	.019	10	.001	1,599	.224	2,014	.414	14,974	.121	2,056	.067
43	General administration.....	2,319	.207	795	.855	4,194	.058	2,761	.243	2,474	.346	3,651	.750	16,520	.133	3,124	.109
44	Insurance.....	1,101	.098	.....	.....	1,614	.022	305	.027	976	.137	886	.182	7,497	.061	900	.029
45	Relief department and pensions.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
46	Franchise requirements.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
47	General amortization.....	.....	.....	.....	.....	3,934	.055	1,578	.139	1,750	.245	2,993	.615	2,444	.020	509	.017
48	Injuries to persons and property.....	.....	.....	.....	.....	414	.006	46	.004	282	.035	.....	.....	978	.008	588	.018
49	General stationery and printing.....	27	.002	.....	.....	.....	.006	.....	.....	.....	.....	.....	.....	171	.001	.....	.....
50	Store and stable expenses.....	201	.018	.....	.....	1,275	.018	280	.025	251	.032	173	.036	4,564	.037	240	.008
51	Miscellaneous adjustments, balance.....	.....	.....	.....	.....	515	.007	66	.006	17	.002	668	.137	49,339	.398	1,717	.056
52	Total general and miscellaneous expenses.....	3,649	.325	505	.562	10,916	.152	4,914	.433	5,469	.765	7,298	1.500	17,165	.139	3,614	.117
53	Total operating expenses, electric.....	37,577	3.348	7,080	7.881	23,382	.325	27,390	2.411	20,322	2.844	22,581	4.641	172,972	1.397	35,108	1.140





TABLE 311 a: OPERATING STATISTICS, ELECTRICAL AND GAS CORPORATIONS

The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names

Corp. No.		ELECTRIC DEPARTMENT											
		Electric energy produced or purchased during year			Electric energy disposed of during year			Rated capacity of generating stations at close of year	Maximum load on outgoing lines	Coal consumed per kw.h. generated	Average fuel cost per kw.h. generated	Number of flat-rate consumers at close of year	Number of consumers' meters in service at close of year
		Generated		Purchased	Sold	Used by company	Lost or unaccounted for						
		By steam	By water										
		<i>Kw.h.</i>	<i>Kw.h.</i>	<i>Kw.h.</i>	<i>Kw.h.</i>	<i>Kw.h.</i>	<i>Kw.h.</i>		<i>Kilowatts</i>	<i>Lbs.</i>	<i>Cents</i>		
EG	1	22,168,410	64,463,048	37,219,327	97,861,688	2,808,529	23,180,568	49,875	29,800	4.34	.59	26	18,348
EG	2	16,348,641	.....	2,536,378	14,108,897	534,892	4,241,230	9,435	6,000	3.54	.45	.....	14,517
EG	3	9,363,444	.....	34,662,868	34,104,689	1,393,762	8,527,861	16,950	11,470	5.33	.79	183	18,361
EG	4	90,768	.....	16,209,604	13,279,708	82,972	2,937,692	2,500	5,600	5.68	1.01	109	8,375
EG	5	5,151,750	31,517,656	2,212,500	28,979,832	929,508	8,972,566	12,280	.....	6.43	.97	.....	.....
EG	6	29,567,928	69,710,207	18,137,395	98,627,476	2,305,826	16,482,228	29,050	33,500	3.17	.46	49	9,321
EG	7	12,489,460	.....	2,664,470	12,734,149	157,363	2,262,418	6,420	5,450	4.86	.72	56	4,613
EG	8	37,610	.....	8,409,000	7,034,167	32,107	1,380,336	1,150	2,900	6.49	.95	38	3,547
EG	9	.....	10,253,690	42,469	9,914,369	86,409	295,381	9,930	4,890	.....	.....	51	3,407
EG	10	3,856,030	.....	5,840,473	6,830,593	140,798	2,725,112	2,285	2,650	7.83	1.41	71	2,124
EG	11	244,950	12,817,094	8,215,855	17,448,062	682,065	3,147,772	4,940	4,890	8.93	1.60	.....	2,572
EG	12	27,600	27,100	5,360,510	3,944,171	100,955	1,370,084	2,833	.....	8.26	1.40	87	4,023
EG	13	6,947,232	.....	34,768	4,896,494	463,772	1,621,734	4,555	2,305	6.74	.79	18	3,561
EG	14	5,472,622	912,970	958,199	5,116,181	98,303	2,129,307	3,390	2,225	7.00	1.03	175	3,848
EG	15	74,277	.....	5,373,455	4,803,905	66,176	577,651	.....	1,850	5.01	2.86	1	1,018
EG	16	2,346,620	2,311,183	10,464,350	11,279,607	124,897	3,717,649	1,355	3,800	8.41	1.20	43	1,829
EG	17	3,817,536	.....	271,828	3,173,494	33,262	882,608	1,600	1,460	6.03	.90	.....	1,640
EG	18	5,800	.....	2,477,875	1,876,207	17,083	590,385	500	745	12.15	2.42	74	1,609
EG	19	674,230	2,178,300	1,107,300	3,132,309	225,520	602,001	2,600	.....	9.77	1.38	45	2,602
EG	20	4,681,252	3,746,998	.....	1,927,416	5,572,924	927,910	4,800	.....	2.78	.45	125	2,220
EG	21	.....	3,737,405	3,077,639	4,674,744	67,206	2,073,094	2,075	.....	.....	.....	11	2,646
EG	22	2,115,484	.....	1,350	14,119,370	727,044	270,420	825	847	6.02	.93	1	884
EG	23	.....	4,012,700	3,300,205	.....	45,780	666,655	1,172	.....	.....	.....	.....	2,597
EG	24	.....	.....	2,568,700	2,120,332	43,951	404,417	.....	340	.....	.....	15	1,203
EG	25	1,417,960	.....	.....	1,165,273	24,895	227,792	.....	633	6.12	.87	73	2,075
EG	26	.....	2,488,704	.....	1,873,177	132,909	482,618	.....	719	.....	.....	.....	1,158
EG	27	1,390,071	551,400	.....	1,194,143	289,000	458,328	.....	.....	4.13	.76	51	1,461
EG	28	1,671,713	.....	369,140	1,645,271	35,545	360,037	.....	795	8.09	.86	25	596
EG	29	10,920	.....	361,829	210,896	15,091	146,762	250	150	13.00	2.22	6	398
EG	30	627,489	.....	833,500	1,216,989	32,197	211,803	590	590	8.31	1.14	40	1,203
EG	31	.....	1,122,743	.....	1,122,743	.....	.....	1,250	.....	.....	.....	.....	.....
EG	32	.....	.....	188,274	89,832	3,225	95,217	.....	68	.....	.....	.....	295
EG	33	.....	6,549,100	1,171,872	7,199,197	75,162	446,613	3,630	1,627	.....	.....	279	1,033
EG	34	.....	.....	1,499,600	1,136,008	5,085	358,507	.....	420	.....	.....	26	1,219
EG	35	361,610	481,507	.....	714,575	4,500	124,042	435	89	.....	1.36	.....	849
EG	36	.....	.....	671,800	486,597	21,150	164,053	.....	248	.....	.....	17	957
EGN	1	24,847,440	.....	12,381,913	12,815,747	3,849,780	.....	.....	700	2.67	.34	.....	5,282
EN	1	.....	.....	3,245,201	3,089,384	37,194	118,623	.....	1,451	.....	.....	.....	494

<sup>2</sup> Average based on 9,277,600 kw.h. generated with 49,495,000 lbs. of coal; for the remaining 85,754 kw.h., 55,372 gals. of crude oil were used. <sup>4</sup> Fuel cost is an estimate based on reported number of tons of coal used for generating power at reported average price per ton of coal received. <sup>6</sup> Generated jointly with Rockland Electric Company, a New Jersey corporation; of this amount, 466,484 kw.h. are reported as having been sold by that company. <sup>7</sup> Includes 466,484 kw.h. sold by Rockland Electric Company, and 4420 kw.h. supplied to municipality without direct charge. <sup>8</sup> Includes energy used by

all departments of company in addition to 822,012 kw.h. supplied Frisbie Mill under contract for the acquisition of certain water rights. <sup>9</sup> Both steam and water-power are used but records are not separately kept. <sup>10</sup> Includes 693,463 kw.h. used in Electric Railroad department. <sup>11</sup> Estimated. <sup>12</sup> Of this amount, 7,948,993 kw.h. were used in Electric Railroad and Water departments. <sup>13</sup> Includes 9305 kw.h. furnished in accordance with franchise requirements without direct charge. <sup>14</sup> Includes 7141 kw.h. furnished in accordance with franchise requirements without direct charge.

## (CLASS A), YEAR ENDED DECEMBER 31, 1914

in alphabetic order and their ranking on the basis of operating revenues see page 91.

ELECTRIC DEPARTMENT		
Corp. No.	Name of corporation	Locality served <sup>1</sup>
EG 1	Rochester Railway and Light	Rochester, Charlotte*, Brighton†, Chili†, Gates†, Greece†, Irondequoit†, Webster†
EG 2	Westchester Lighting	Mount Vernon, New Rochelle, New York (Borough of Bronx), Ardsley*, Bronxville*, Dobbs Ferry*, Elmsford*, Hastings*, Irvington*, Larchmont*, Mount Kisco*, North Pelham*, North Tarrytown*, Pelham*, Pelham Manor*, Port Chester*, Rye*, Tarrytown*, Tuckahoe*, White Plains†, Bedford†, Eastchester†, Greenburgh†, Harrison†, Mamaroneck†, Mount Pleasant†, New Castle†, North Castle†, Pelham†, Scarsdale†
EG 3	Syracuse Lighting	Syracuse, Camillus*, East Syracuse*, Eastwood*, Fayetteville*, Liverpool*, Minoa*, Solvay*, DeWitt†, Geddes†, Manlius†, Onondaga†, Salina†, Jamesville lighting district
EG 4	Municipal Gas, Albany	Albany, Bethlehem†, Coeymans†, Colonie†, Guilderland†
EG 5	Utica Gas and Electric	Little Falls, Utica, Dolgeville*, Frankfort*, Herkimer*, Holland Patent*, Ilion*, Mohawk*, New Hartford*, Prospect*, Whitesboro*, Yorkville*, Barneveld†, Chadwick†, Deerfield†, New York Mills†, Oriskany†, Sauquoit†, Stittville†, Washington Mills†, Willowvale†
EG 6	Adirondack Electric Power Corporation	<sup>3</sup> Albany, Amsterdam, Cohoes, Glens Falls, Oneida, <sup>3</sup> Troy, <sup>3</sup> Utica, Watervliet, Ballston Spa*, Canastota*, Frankfort*, Hagaman*, Lake George*, Mechanicville*, Saratoga Springs*, Oriskany†
EG 7	Central Hudson Gas and Electric	<sup>3</sup> Beacon, Newburgh†, Poughkeepsie†, Cornwall*†, Marlboro*†, Montgomery*†, <sup>3</sup> New Paltz*†, <sup>3</sup> Walden*, Hyde Park†, Lloyd†, Marbletown†, New Windsor†, Shawangunk†, Wappingers†
EG 8	Troy Gas	Troy, Waterford
EG 9	Northern New York Utilities, Inc. <sup>15</sup>	Watertown, Adams*, Brownville*, Dexter*, Edwards*, Glen Park*, Natural Bridge*, Sackets Harbor*, Carthage†, West Carthage†
EG 10	Empire Gas and Electric	Auburn, Owasco†
EG 11	Watertown Light and Power <sup>5</sup>	Watertown, Adams*, Brownville*, Dexter*, Edwards*, Glen Park*, Natural Bridge*, Sackets Harbor*
EG 12	Fulton County Gas and Electric	Gloversville, Johnstown
EG 13	Rockland Light and Power	Grand View*, Haverstraw*†, Hilburn*, Nyack*, Piermont*, South Nyack*, Spring Valley*, Suffern*, Upper Nyack*, West Haverstraw*, Clarkstown†, Orangetown†, Ramapo†, Stony Point†, Thiells†
EG 14	Central New York Gas and Electric	Geneva, Clyde*, Lyons*, Newark*, Palmyra*, Phelps*, Seneca Falls*, Waterloo*
EG 15	Rome Gas, Electric Light and Power	Rome
EG 16	Lockport Light, Heat and Power	Lockport
EG 17	Northern Westchester Lighting	Briar Cliff Manor*, Croton-on-Hudson*, Ossining*†, Pleasantville*, Cortlandt†, Hillside†, Mount Pleasant†, New Castle†
EG 18	Kingston Gas and Electric	Kingston, Esopus†, Hurley†, Ulster†
EG 19	Peoples Gas and Electric, Oswego	Oswego
EG 20	Albany Southern Railroad	Hudson, Rensselaer, Kinderhook*, Nassau*, Valatie*, East Greenbush†, East Schodack†, Niverville†, North Chatham†, Stuyvesant Falls†
EG 21	Swett, A. L., Electric Light and Power	Albion*, Barker*, Brockport*, Lyndonville*, Medina*, Middleport*, Carlton†, Eagle Harbor†, Gaines†, Gasport†, Knowlesville†, Millers†, Murray†, Ridgeway†, Shelby†, Somerset†, Waterport†, West Somerset†, Yates†
EG 22	Peekskill Lighting and Railroad	Peekskill*, Cortlandt†, Yorktown†
EG 23	Cohoes Gas Light	Cohoes, Waterford*, Colonie†
EG 24	Glens Falls Gas and Electric Light	Glens Falls, South Glens Falls*
EG 25	Orange County Lighting	Middletown
EG 26	Plattsburgh Gas and Electric	Plattsburgh†
EG 27	Upper Hudson Electric and Railroad	Athens*, Catskill*†, Coxsackie*, Hunter*†, Tannersville*, Ravena*, Cairo†, Coeymans†
EG 28	Port Jervis Light and Power	Port Jervis, Deer Park†
EG 29	Suffolk Gas and Electric Light	Islip†
EG 30	Corning Light and Power Corporation	Corning†, Painted Post*, Centerville†, Gibson†
EG 31	Southern Dutchess Gas and Electric	Beacon, Fishkill*†
EG 32	Niagara Falls Gas and Electric Light	LaSalle*
EG 33	Malone Light and Power	Malone*†, Chasm Falls†, North Bangor†, South Bangor†, West Bangor†, Whippleville†
EG 34	United Gas, Electric Light and Fuel	Fort Edward*†, Hudson Falls*, South Glens Falls*, Queensbury†
EG 35	Oneonta Light and Power	Oneonta
EG 36	Halfmoon Light, Heat and Power	Mechanicville*, Stillwater*
EGN 1	Elmira Water, Light and Railroad	Elmira†, Elmira Heights*, Horseheads*, Montour Falls*, Southport†
EN 1	Depeew and Lancaster Light, Power and Conduit	Depeew*, Lancaster*, Cheektowaga†, Sloan†

<sup>1</sup> Name of cities are in black face type; names of incorporated villages are indicated by an asterisk (\*); names of towns and unincorporated villages by a dagger (†); in case of latter class, reports do not always indicate whether a company operated in town or village, or both. <sup>3</sup> Current supplied only at

wholesale to distributing company.

<sup>5</sup> Report covers period January 1 to November 30, 1914; see Historical and Explanatory Statement. <sup>15</sup> Electric operations cover period February 1 to December 31, 1914; gas operations cover period December 1 to 31, 1914; see Historical and Explanatory Statement.



TABLE 311 a: OPERATING STATISTICS, ELECTRICAL AND GAS CORPORATIONS

The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names

Corp. No.		GAS DEPARTMENT										
		Gas on hand at beginning of year	Gas manufactured or purchased during year <sup>16</sup>			Gas disposed of during year			Gas on hand at close of year	Average candle- power gas supplied	Number of	
			Coal gas	Water gas	All kinds of gas	Sold	Used by company	Unaccounted for			Consumers' meters in service at close of year	Miles of distribution mains at close of year
		<i>M cu.ft.</i>	<i>M cu.ft.</i>	<i>M cu.ft.</i>	<i>M cu.ft.</i>	<i>M cu.ft.</i>	<i>M cu.ft.</i>	<i>M cu.ft.</i>	<i>M cu.ft.</i>			
EG	1	3,108	292,386	1,368,449	1,660,835	1,578,663	1,812	76,845	8,198	19.00	67,763	421.43
EG	2	5,034	1,029	18,732,222	18,733,251	1,561,258	8,579	163,249	5,208	19.00	64,748	519.99
EG	3	1,531	182,025	727,479	909,504	843,420	3,529	62,712	1,374	18.00	37,032	221.18
EG	4	1,734	.....	648,618	648,618	592,529	1,352	55,055	1,416	20.28	26,160	130.00
EG	5	1,727	.....	488,283	488,283	408,240	1,851	78,531	1,388	22.01	33,353	198.04
EG	6	192	20,122	55,970	76,092	61,420	312	14,349	203	20.00	3,576	38.60
EG	7	855	.....	282,250	282,250	263,221	1,009	18,121	754	21.00	13,289	66.62
EG	8	909	.....	401,082	401,082	358,928	1,022	41,140	901	22.00	18,469	86.95
EG	9	344	9,311	378	9,689	8,443	35	1,243	311	23.00	5,376	43.11
EG	10	394	24 277,403	.....	24 277,403	259,811	4,255	13,283	448	16.00	11,336	115.10
EG	11	273	93,093	7,278	100,371	91,833	661	7,805	344	16.00	5,378	43.08
EG	12	387	.....	140,405	140,405	128,378	411	11,615	388	25.00	9,245	59.74
EG	13	124	.....	34,957	34,957	26 28,519	107	6,331	124	20.80	1,387	21.90
EG	14	100	24 41,899	.....	24 41,899	36,935	361	4,553	150	16.00	2,346	29.46
EG	15	99	62,862	16,079	78,941	70,011	653	8,184	192	16.90	3,195	36.00
EG	16	121	72,308	24,535	96,842	74,356	1,184	21,423	.....	27.00	3,147	31.47
EG	17	88	.....	46,400	46,400	41,449	537	4,416	85	20.25	2,741	30.13
EG	18	289	45,821	46,400	96,516	89,701	701	6,078	325	18.95	4,705	41.68
EG	19	136	54,075	50,695	54,075	49,125	153	4,834	99	14.95	3,323	32.38
EG	20	6,434	.....	41,796	41,796	32,966	333	9,200	5,731	28.00	2,697	18.75
EG	21	.....	11,313	.....	11,313	6,673	.....	.....	.....	14.00	481	6.56
EG	22	85	.....	50,376	50,376	45,789	199	4,381	93	20.51	2,893	23.03
EG	23	310	.....	67,066	67,066	55,595	81	11,458	322	20.80	5,075	25.13
EG	24	60	70,080	.....	70,080	59,548	201	10,305	86	15.00	2,962	26.44
EG	25	38	.....	38,253	38,253	34,509	135	3,614	33	20.20	2,010	18.53
EG	26	48	.....	39,176	39,176	36,305	286	2,583	50	21.33	1,154	18.50
EG	27	.....	9,727	.....	9,727	7,374	69	2,284	.....	16.20	733	8.73
EG	28	105	25,338	.....	25,338	19,716	215	5,407	105	20.40	1,139	11.69
EG	29	45	.....	70,462	70,462	56,546	545	13,377	39	20.00	1,754	45.66
EG	30	90	6,438	.....	6,438	4,644	173	1,644	67	15.00	251	9.41
EG	31	.....	16,591	.....	16,591	16,471	65	54	.....	19.00	.....	14.13
EG	32	70	46,870	.....	46,870	41,158	842	4,870	70	16.00	2,408	24.27
EG	33	10	6,905	.....	6,905	4,415	45	2,440	15	14.70	381	8.51
EG	34	.....	24 20,986	.....	24 20,986	13,510	136	7,340	.....	16.00	1,308	19.25
EG	35	75	.....	19,321	19,321	13,473	800	5,048	75	21.00	1,187	9.68
EG	36	31	.....	8,029	8,029	7,534	119	380	27	20.00	734	5.48
EGN	1	162	29,956	.....	29,956	19,367	298	10,266	187	16.00	994	31.53
EN	1	.....	.....	.....	27,044	26,643	401	.....	.....	.....	309	9.50

<sup>16</sup> Manufactured unless otherwise noted. <sup>17</sup> Includes 237 M cu.ft. "donated".<sup>18</sup> Includes 72,739 M cu.ft. purchased. <sup>19</sup> Maximum 20.85; minimum 20.32.<sup>20</sup> Saratoga Springs: maximum 23.6; minimum 14.7; Oneida: maximum 15; minimum 12.8.<sup>21</sup> Newburgh 20.8; Poughkeepsie 21. <sup>22</sup> Maximum at works 22; minimum at works 19.<sup>23</sup> Coal gas 16; mixed gas 18. <sup>24</sup> Fur-chased. <sup>25</sup> Gloversville: maximum 30.6; minimum 15.6; Johnstown: maximum 24.5; minimum 15.1.<sup>26</sup> Includes 203 M cu.ft. supplied to municipality without direct charge. <sup>27</sup> Maximum 18.4; minimum 12.3. <sup>28</sup> Hudson20.8; Rensselaer 19.9. <sup>29</sup> Includes 77 M cu.ft. supplied to municipality without direct charge.

(CLASS A), YEAR ENDED DECEMBER 31, 1914 (concluded)

in alphabetic order and their ranking on the basis of operating revenues see page 91.

GAS DEPARTMENT		
Corp. No.	Name of corporation	Locality served <sup>1</sup>
EG 1	Rochester Railway and Light.....	Rochester, Charlotte*, Brighton†, Chili†, Gates†, Greece†, Irondequoit†, Pittsford†
EG 2	Westchester Lighting.....	Mount Vernon, New Rochelle, New York (Borough of Bronx), Yonkers, Bronxville*, Dobbs Ferry*, Elmsford*, Hastings*, Irvington*, Larchmont*, Mamaroneck*, North Pelham*, North Tarrytown*, Pelham*†, Pelham Manor*, Port Chester*, Rye*†, Tarrytown*, Tuckahoe*, White Plains*†, Eastchester†, Greenburgh†, Harrison†
EG 3	Syracuse Lighting.....	Syracuse, Eastwood*, Solvay*, DeWitt†, Onondaga†, Salina†
EG 4	Municipal Gas, Albany.....	Albany, Watervliet, Green Island*, Coloniet
EG 5	Utica Gas and Electric.....	Utica, Little Falls, Frankfort*, Herkimer*, Mohawk*, Ilion*, New Hartford*, Whitesboro*, Yorkville*, Deerfield†, New York Mills†, Schuylert
EG 6	Adirondack Electric Power Corporation.....	Oneida, Saratoga Springs*
EG 7	Central Hudson Gas and Electric.....	Newburgh†, Poughkeepsiet
EG 8	Troy Gas.....	Troy, Waterford*
EG 9	Northern New York Utilities, Inc. <sup>15</sup> .....	Watertown
EG 10	Empire Gas and Electric.....	Auburn, Geneva, Seneca Falls*, Waterloo*†
EG 11	Watertown Light and Power <sup>5</sup> .....	Watertown
EG 12	Fulton County Gas and Electric.....	Gloversville, Johnstown
EG 13	Rockland Light and Power.....	Grand View*, Nyack*, Piermont*, South Nyack*, Upper Nyack*
EG 14	Central New York Gas and Electric.....	Lyons*, Newark*, Palmyra*, Phelps*
EG 15	Rome Gas, Electric Light and Power.....	Rome
EG 16	Lockport Light, Heat and Power.....	Lockport
EG 17	Northern Westchester Lighting.....	Briar Cliff Manor*, Ossining*, Pleasantville*
EG 18	Kingston Gas and Electric.....	Kingston
EG 19	Peoples Gas and Electric, Oswego.....	Oswego
EG 20	Albany Southern Railroad.....	Hudson, Rensselaer
EG 21	Swett, A. L., Electric Light and Power.....	Albion*
EG 22	Peekskill Lighting and Railroad.....	Peekskill*
EG 23	Cohoes Gas Light.....	Cohoes, Waterford†
EG 24	Glens Falls Gas and Electric Light.....	Glens Falls
EG 25	Orange County Lighting.....	Middletown
EG 26	Plattsburgh Gas and Electric.....	Plattsburgh
EG 27	Upper Hudson Electric and Railroad.....	Catskill*
EG 28	Port Jervis Light and Power.....	Port Jervis
EG 29	Suffolk Gas and Electric Light.....	Islip†
EG 30	Corning Light and Power Corporation.....	Corning
EG 31	Southern Dutchess Gas and Electric.....	Beacon
EG 32	Niagara Falls Gas and Electric Light.....	Niagara Falls
EG 33	Malone Light and Power.....	Malone*
EG 34	United Gas, Electric Light and Fuel.....	Fort Edward*, Hudson Falls*, South Glens Falls*
EG 35	Oneonta Light and Power.....	Oneonta
EG 36	Halfmoon Light, Heat and Power.....	Mechanicville*
EGN 1	Elmira Water, Light and Railroad.....	Elmira
EN 1	Depew and Lancaster Light, Power and Conduit <sup>29</sup> ...	Lancaster*†

<sup>1</sup>Names of cities are in black face type; names of incorporated villages are indicated by an asterisk (\*); names of towns and unincorporated villages by a dagger (†); in case of latter class, reports do not always indicate whether a company operated in town or village, or both.

<sup>5</sup>Report covers period

January 1 to November 30, 1914; see Historical and Explanatory Statement.  
<sup>15</sup>Electric operations cover period February 1 to December 31, 1914; gas operations cover period December 1 to 31, 1914; see Historical and Explanatory Statement.  
<sup>29</sup>Statistics relate to natural gas.



TABLE 311 b: STREET LIGHTING STATISTICS, ELECTRICAL AND GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914

Only those corporations are included which report street lighting.  
The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 91.

Corp. No.	Name of corporation	Locality served <sup>1</sup>	Hours burned per year	Schedule	Arc lamps at close of year <sup>2</sup>			Incandescent lamps at close of year		
					Number	Lamp terminal, watts	Price per lamp per year	Number	Candle-power	Price per lamp per year
EG 1	Rochester Railway and Light...	Rochester.....	4,000	All night.....	2,554	450	Dollars 57.95	555	60	18.00
					821	450	68.00	12	60	28.00
					170	450	63.00	59	200	24.00
					557	520	91.25	2,398	60	22.62
					124	320	68.00	11	100	25.00
		Charlotte*.....	4,000	All night.....	62	450	57.95	8	200	32.00
					96	450	57.95	95	80	63.51
								58	60	32.63
								2	300	68.00
								6	300	57.95
EG 2	Westchester Lighting.....	Mount Vernon.....	3,950	All night.....	58	450	100.00	26	60	18.00
					1	450	Donated	331	200	24.00
		New Rochelle.....	3,950	All night.....	1	450	100.00	24	200	24.00
					116	525	100.00	480	80	70.00
					22	525	97.00	10	40	100.00
		New York.....	3,950	All night.....				48	25	21.50
								332	60	30.00
								14	80	40.00
								212	80	70.00
		Ardsley*.....	3,950	All night.....				748	60	30.00
								929	60	27.00
								4	32	25.00
								4	40	Free
		Bronxville*.....	3,950	All night.....				73	25	25.00
								7	60	30.00
								149	25	21.50
								8	60	30.00
		Dobbs Ferry*.....	3,950	All night.....				22	16	16.00
								3	60	Free
								182	25	22.00
								90	25	25.00
		Elmsford*.....	3,950	All night.....				5	60	30.00
								238	25	20.00
		Hastings*.....	3,950	All night.....				3	25	Free
								120	25	22.00
								167	25	21.00
		Irvington*.....	3,950	All night.....	1	450	100.00	72	60	30.00
								235	25	21.00
		Larchmont*.....	3,950	All night.....				76	60	30.00
								185	20	19.00
		Mamaroneck*.....	3,950	All night.....				2	25	21.50
								18	60	30.00
		Mount Kisco*.....	3,950	All night.....				15	60	30.00
								203	25	20.00
		North Pelham*.....	3,950	All night.....				1	25	Free
								23	60	30.00
		North Tarrytown*.....	3,950	All night.....				18	25	21.00
								163	60	30.00
		Pelham Manor*.....	3,950	All night.....	33	450	95.00	157	25	22.00
								8	60	30.00
		Port Chester*.....	3,950	All night.....				28	80	77.50
								371	25	20.00
		Rye*.....	3,950	All night.....				85	60	30.00
								124	25	22.00
		Tarrytown*.....	3,950	All night.....	3	450	115.00	3	60	30.00
								103	60	30.00
		Tuckahoe*.....	3,950	All night.....				743	25	19.00
								200	80	70.00
		White Plains*.....	3,950	All night.....				237	25	22.00
					1	450	115.00	128	25	20.00
		Eastchester†.....	3,950	All night.....				2	60	30.00
								19	60	30.00
		Greenburgh†.....	3,950	All night.....				1	25	Free
								1	25	Donated
		Harrison†.....	3,950	All night.....				151	25	22.50
								47	25	20.00
		Mamaroneck†.....	3,950	All night.....				136	20	20.00
								6	60	30.00
		Mount Pleasant†.....	3,950	All night.....				25	60	30.00
								229	20	20.00
		New Castle†.....	3,950	All night.....				7	20	20.00
								31	20	20.00
		Pelham†.....	3,950	All night.....				12	60	30.00
								309	25	20.00
		New Rochelle†.....	3,950	All night.....				5	80	15.00
								6	80	25.00
		Scarsdale†.....	3,950	All night.....				3,540	80	9.50
								55	80	16.00
EG 3	Syracuse Lighting.....	Syracuse.....	4,000	All night.....	1,796	325	60.00	28	80	20.00
					175		65.00	25	80	20.00
		Camillus*.....	2,000	Dusk until midnight.....				25	80	20.00
								37	80	15.00
								46	80	20.00
		East Syracuse*.....	4,000	All night.....	45	475	70.00	50	80	20.00
					35	325	75.00	33	80	20.00
		Eastwood*.....	4,000	All night.....	27	475	50.00	33	80	20.00
					14	475	75.00	33	80	20.00
		Fayetteville*.....	2,200	Until 1 a. m. ....				39	40	20.07
EG 4	Municipal Gas, Albany.....	Albany.....	4,000	All night.....	10 854	272	82.12	75	40	20.00
					10 346	272	89.42	40	25	15.00
		Bethlehem†.....	4,000	All night.....				75	60	27.50
								56	60	15.00
		Colonie†.....	4,000	All night.....	10 2	272	82.12	81	40	22.50
					107		75.00	33	60	15.00
		Little Falls.....	4,000	All night.....				39	60	30.00
					1,093	541	75.00			
		Utica.....	4,000	All night.....						
EG 5	Utica Gas and Electric.....	Clayville*.....	4,000	All night.....						
		Dolgeville*.....	4,000	All night.....						
		Holland Patent*.....	4,000	All night.....						
		Mohawk*.....	4,000	All night.....						

<sup>1</sup> Names of cities are in black face type; names of incorporated villages are indicated by an asterisk (\*); names of towns and unincorporated villages by a dagger (†); in case of latter class, reports do not always indicate whether a company operated in town or village, or both.

<sup>2</sup> All arc lamps are enclosed type except as noted.

<sup>3</sup> In five-light clusters.

<sup>4</sup> Per pole of five lights.

<sup>5</sup> In four-light clusters.

<sup>6</sup> Per pole of four lights.

<sup>7</sup> Furnished in accordance with franchise requirements without direct charge.

<sup>8</sup> Lamps are 40-watts.

<sup>9</sup> Lamps are 100-watts.

<sup>10</sup> Open arc lamps.

TABLE 311 b: STREET LIGHTING STATISTICS, ELECTRICAL AND GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (continued)

Only those corporations are included which report street lighting.

The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 91.

Corp. No.	Name of corporation	Locality served <sup>1</sup>	Hours burned per year	Schedule	Arc lamps at close of year <sup>2</sup>			Incandescent lamps at close of year		
					Number	Lamp terminal, watts	Price per lamp per year	Number	Candle-power	Price per lamp per year
EG 5	Utica Gas and Electric (concluded)	New Hartford*.....	2,000	Until 1 a. m.....	48	.....	Dollars 50.00	2	.....	15.00
		Prospect*.....	.....	Until 12 midnight...	.....	.....	.....	39	60	15.00
		Whitesboro*.....	4,000	All night.....	36	.....	75.00	4	.....	30.00
		Yorkville*.....	4,000	All night.....	.....	.....	.....	29	100	30.00
		Barneveld†.....	2,000	Until 1 a. m.....	9	.....	50.00	.....	250	46.50
		New York Mills†.....	4,000	All night.....	35	.....	75.00	.....	.....	.....
		Paris†.....	2,000	Until 1 a. m.....	.....	.....	.....	65	60	15.00
		Washington Mills†.....	2,000	Until 1 a. m.....	27	.....	50.00	.....	.....	.....
EG 6	Adirondack Electric Power Corporation	Glens Falls.....	4,000	All night.....	288	300	63.82	2	50	14.60
		Oneida.....	4,000	All night.....	32	420	75.00	69	32	52.50
		.....	2,600	Until 1 a. m.....	12	420	50.00	3	60	30.00
		Ballston*.....	3,650	{ ½ hr. after sunset to ½ hr. before sunrise	.....	.....	.....	177	32	35.00
		Hagaman*.....	2,000	½ hr. after sunset to midnight	.....	.....	.....	39	60	20.00
		Lake George*.....	4,000	All night.....	.....	.....	.....	12	400	15.00
		Oneida Castle*.....	4,000	All night.....	.....	.....	.....	242	32	.....
		Saratoga Springs*.....	3,766	Sunset to 1 hr. before sunrise	159	425	75.00	51	8	18.00
		.....	.....	.....	.....	435	.....	.....	.....	.....
		Kingsbury†.....	4,000	All night.....	½	300	85.00	.....	.....	.....
		Queensbury†.....	4,000	All night.....	5½	320	85.00	.....	.....	.....
		Oriskany†.....	3,946	All night.....	28	480	45.00	.....	.....	.....
		Newburgh.....	4,000	All night.....	331	500	76.00	.....	.....	.....
		.....	.....	.....	.....	.....	.....	140	80	.....
		.....	.....	.....	.....	.....	.....	370	60	.....
EG 7	Central Hudson Gas and Electric	Poughkeepsie.....	4,000	All night.....	330	320	76.00	3	40	11.....
		.....	2,000	Dusk to midnight...	.....	.....	.....	1	25	.....
		.....	.....	.....	.....	.....	.....	4	12.....	.....
		.....	.....	.....	.....	.....	.....	9	13.....	.....
		Cornwall*.....	4,000	All night.....	.....	.....	.....	153	80	.....
		Marlboro*.....	4,000	All night.....	.....	.....	.....	544	68	14.....
		Montgomery*.....	4,000	All night.....	.....	.....	.....	154	48	.....
		Cornwall†.....	4,000	All night.....	.....	.....	.....	55	20	13.....
		Hyde Park†.....	4,000	All night.....	.....	.....	.....	139	32	18.70
		Lloyd†.....	4,000	All night.....	.....	.....	.....	12	80	15.....
		Marlboro†.....	4,000	All night.....	.....	.....	.....	62	25	18.70
		Montgomery†.....	4,000	All night.....	.....	.....	.....	44	25	18.70
		Newburgh†.....	4,000	All night.....	.....	.....	.....	120	32	18.70
		New Windsor†.....	4,000	All night.....	.....	.....	.....	37	32	20.00
EG 8	Troy Gas.....	Poughkeepsie†.....	4,000	All night.....	.....	.....	.....	72	32	20.00
		Shawangunk†.....	4,000	All night.....	.....	.....	.....	4	25	18.70
		Troy.....	4,000	All night.....	773	480	76.65	147	25	18.70
		.....	2,000	Midnight.....	.....	.....	.....	110	32	20.00
		Waterford*.....	4,000	All night.....	50	480	.....	43	25	18.70
		Watertown.....	4,000	All night.....	357	320	65.70	72	20	10.76
		Brownville*.....	4,000	All night.....	19	480	69.35	.....	.....	.....
		Carthage*.....	4,000	All night.....	47	520	65.70	49	60	30.00
		Glen Park*.....	4,000	All night.....	.....	.....	.....	9	.....	30.00
		Sackets Harbor*.....	4,000	All night.....	20	480	73.00	.....	60	22.00
		West Carthage*.....	4,000	Until 1 a. m.....	17	520	60.00	29	32	21.00
		Dexter†.....	4,000	All night.....	22	480	70.18	44	60	36.50
		Natural Bridge†.....	4,000	All night.....	.....	.....	.....	.....	.....	.....
		Auburn.....	4,000	All night.....	543	550	73.00	25	32	20.00
EG 9	Northern New York Utilities, Inc.	.....	4,000	{ ½ to midnight	.....	.....	.....	31	65	38.50
		Owasco†.....	2,000	½ to dawn.....	19	550	51.00	.....	48	91.75
		Gloversville.....	4,000	Dusk to midnight...	10	275	63.00	730	2	25.50
		Johnstown.....	4,000	All night.....	78	400	59.00	2	65	14.50
		Grand View*.....	4,000	All night.....	98	400	59.00	567	40	14.50
		Haverstraw*.....	4,000	All night.....	36	480	88.00	223	32	14.50
		Hillburn*.....	4,000	All night.....	.....	.....	.....	78	25	19.00
		Nyack*.....	4,000	All night.....	61	480	88.00	144	25	19.00
		.....	4,000	All night.....	.....	.....	.....	7	60	28.00
		Piermont*.....	4,000	All night.....	.....	.....	.....	50	32	18.00
		South Nyack*.....	4,000	All night.....	16	320	95.00	44	25	19.00
		Spring Valley*.....	4,000	All night.....	.....	.....	.....	13	60	28.00
		Suffern*.....	4,000	All night.....	.....	.....	.....	92	25	19.00
		Upper Nyack*.....	4,000	All night.....	31	480	88.00	17	60	28.00
		West Haverstraw*.....	4,000	All night.....	.....	.....	.....	66	25	19.00
EG 10	Empire Gas and Electric.....	Pearl River†.....	4,000	All night.....	.....	.....	.....	12	60	28.00
		Sparkill†.....	4,000	All night.....	.....	.....	.....	119	25	19.00
		Nanuet Ltg. Dist.....	4,000	All night.....	.....	.....	.....	99	32	19.50
		Stony Point Ltg. Dist.....	4,000	All night.....	.....	.....	.....	6	400	88.00
		Tappan Ltg. Dist.....	4,000	All night.....	.....	.....	.....	4	25	19.00
		Geneva.....	4,000	All night.....	92	500	70.00	77	25	19.00
		.....	.....	.....	.....	.....	.....	171	25	19.00
		.....	.....	.....	.....	.....	.....	31	25	19.00
		.....	.....	.....	.....	.....	.....	35	25	19.00
		.....	.....	.....	.....	.....	.....	146	25	19.00
		.....	.....	.....	.....	.....	.....	161	25	19.00
		.....	.....	.....	.....	.....	.....	181	40	18.00
		.....	.....	.....	.....	.....	.....	46	60	19.80
		.....	.....	.....	.....	.....	.....	35	80	24.48
		.....	.....	.....	.....	.....	.....	28	60	24.00
EG 12	Fulton County Gas and Electric.	Clyde*.....	3,000	1 a. m. moonlight...	.....	.....	.....	80	340	49.20
		.....	4,000	All night.....	.....	.....	.....	59	60	20.00
		.....	.....	.....	.....	.....	.....	12	60	24.00
		.....	.....	.....	.....	.....	.....	.....	.....	.....
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		.....	.....	.....	.....	.....	.....	.....	.....	.....
EG 13	Rockland Light and Power.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
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		.....	.....	.....	.....	.....	.....	.....	.....	.....
EG 14	Central New York Gas and Electric	.....	.....	.....	.....	.....	.....	.....	.....	.....
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		.....	.....	.....	.....	.....	.....	.....	.....	.....

<sup>1</sup> Names of cities are in black face type; names of incorporated villages are indicated by an asterisk (\*); names of towns and unincorporated villages by a dagger (†); in case of latter class, reports do not always indicate whether a company operated in town or village, or both.

<sup>2</sup> All arc lamps are enclosed type except as noted.

<sup>3</sup> Per pole of five lights.

<sup>4</sup> Lamps are 40-watts.

<sup>5</sup> Open arc lamps.

<sup>11</sup> "\$20 per year single unit to \$63 per year 5-light cluster (1 light all night, 4 lights midnight)."

<sup>12</sup> Lamps are 260-watts.

<sup>13</sup> Lamps are 128-watts.

<sup>14</sup> "From \$28 per lamp all night service to \$5





TABLE 311 b: STREET LIGHTING STATISTICS, ELECTRICAL AND GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (concluded)

Only those corporations are included which report street lighting.  
The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 91.

ELECTRIC DEPARTMENT										
Corp. No.	Name of corporation	Locality served <sup>1</sup>	Hours burned per year	Schedule	Arc lamps at close of year <sup>2</sup>			Incandescent lamps at close of year		
					Number	Lamp terminal, watts	Price per lamp per year	Number	Candle- power	Price per lamp per year
EGN 1	Elmira Water, Light and Rail- road	Elmira .....		All night .....	321	{ 475 540 }	{ 72.00	{ 707 28 363 42 3 20, .....	60 32 60 60 51.00	{ Dollars 23.10 240.00 19 250.00 28.00 51.00
		Elmira Heights* .....		Until 11 p. m. .... Until 1 a. m. ....	12	..... .....	80.00	42 65 13 20, .....	60 60 60 60	28.00 24.00 54.00
		Horseheads* .....		Until 1 a. m. ....	.....	.....	.....	65 13 20, .....	60 60 60	28.00 24.00 54.00
		Montour Falls* .....		All night .....	.....	.....	.....	63 11 14	40 60 60	25.00 31.50 25.00
		Elmira† .....		Until 1 a. m. ....	.....	.....	.....	11 14	60 60	31.50 25.00
EN 1	Depew and Lancaster Light, Power and Conduit	Southport† .....		21 All night .....	.....	.....	.....	.....	.....	.....
		Depew* .....	4,000	All night .....	22 77	270	70.00	.....	.....	.....
		Lancaster* .....	4,000	All night .....	22 94	270	70.00	.....	.....	.....
		Sloan* .....	4,000	All night .....	22 35	270	70.00	.....	.....	.....
		Cheektowaga† .....	4,000	All night .....	22 38	270	70.00	63 109	32 60	17.00 60.00
GAS DEPARTMENT										
Corp. No.	Name of corporation	Locality served <sup>1</sup>	Hours burned per year	Open-flame lamps			Mantle lamps			
				Number at close of year	Price per lamp per year	Gas per lamp per hour	Number at close of year	Price per lamp per year	Gas per lamp per hour	
EG 2	Westchester Lighting .....	Mount Vernon .....	3,988	.....	Dollars	Cu.ft.	1,469	23.00	4	
		New Rochelle .....	3,988	.....	.....	.....	1,049	28.00	3	
		Yonkers .....	3,988	2	19.00	4	3,680	28.00	3.5	
		Port Chester* .....	3,988	.....	.....	.....	936	{ 30.00 31.00 }	{ 3 3 }	
		Tarrytown* .....	3,988	.....	.....	.....	27	28.00	3	
EG 6	Adirondack Electric Power Corporation .....	White Plains* .....	3,988	.....	.....	.....	86	31.00	3	
EG 8	Troy Gas .....	Saratoga Springs* .....	3,760	.....	.....	.....	24 189	27.38	4	
EG 9	Northern New York Utilities, Inc. ....	Troy .....	4,000	.....	.....	.....	196	27.38	3	
EG 10	Empire Gas and Electric .....	Watertown .....	4,000	.....	.....	.....	7	30.00	3.5	
EG 18	Kingston Gas and Electric .....	Geneva .....	4,000	.....	.....	.....	24 10	22.50	6	
EG 29	Suffolk Gas and Electric .....	Kingston .....	6,333	.....	.....	.....	.....	16.00	6	
		Islip† .....	4,000	86	20.00	7	24 41	28.50	3	

<sup>1</sup> Names of cities are in black face type; names of incorporated villages are indicated by an asterisk (\*); names of towns and unincorporated villages by a dagger (†); in case of latter class, reports do not always indicate whether a company operated in town or village, or both.

<sup>2</sup> All arc lamps are enclosed type except as noted.

<sup>18</sup> \$250 per month for 121 posts having 3 lamps each.

<sup>20</sup> Lamps are 250-watts.

<sup>21</sup> All night 20 nights per month.

<sup>22</sup> Westinghouse metallic frame.

<sup>23</sup> \$18, \$21, \$28, and \$30.

<sup>24</sup> Boulevard lamps.

TABLE 314: ACCIDENTS TO PERSONS, ELECTRICAL AND GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914

The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 91.

Corp. No.	Name of corporation	Electric department employees <sup>1</sup>				Gas department employees <sup>1</sup>				Gas and Electric departments other persons	
		Latest June payroll	Latest December payroll	Killed	Injured	Latest June payroll	Latest December payroll	Killed	Injured	Killed	Injured
EG 1	Rochester Railway and Light.....	472	348	1	101	386	256	.....	63	.....	.....
EG 2	Westchester Lighting.....	196	208	.....	22	544	453	.....	21	.....	.....
EG 3	Syracuse Lighting.....	317	198	.....	49	257	232	2	59	.....	36
EG 4	Municipal Gas, Albany.....	128	100	.....	13	296	168	.....	51	.....	.....
EG 5	Utica Gas and Electric.....	199	203	.....	41	223	97	.....	11	.....	.....
EG 6	Adirondack Electric Power Corporation.....	247	215	.....	10	112	73	.....	2	.....	.....
EG 7	Central Hudson Gas and Electric.....	89	100	2	15	67	63	.....	9	7	20
EG 8	Troy Gas.....	54	54	.....	5	109	74	.....	3	.....	.....
EG 9	Northern New York Utilities, Inc.....	16	81	.....	3	.....	47	.....	.....	.....	.....
EG 10	Empire Gas and Electric.....	28	67	1	.....	123	92	.....	.....	1	.....
EG 12	Fulton County Gas and Electric.....	31	25	.....	2	44	32	.....	6	.....	.....
EG 13	Rockland Light and Power.....	84	83	.....	1	9	10	.....	1	1	2
EG 14	Central New York Gas and Electric.....	2 129	2 109	.....	6	.....	.....	.....	.....	.....	.....
EG 15	Rome Gas, Electric Light and Power.....	30	30	.....	13	64	36	.....	7	.....	.....
EG 16	Lockport Light, Heat and Power.....	25	34	2	3	60	39	3	3	.....	.....
EG 17	Northern Westchester Lighting.....	37	45	.....	.....	46	19	.....	.....	.....	.....
EG 18	Kingston Gas and Electric.....	16	11	.....	5	53	29	.....	5	.....	3
EG 19	Peoples Gas and Electric, Oswego.....	39	34	.....	15	46	24	.....	3	.....	1
EG 20	Albany Southern Railroad.....	63	57	.....	.....	30	16	.....	.....	.....	.....
EG 21	Swett, A. L., Electric Light and Power.....	51	36	.....	4	6	6	.....	.....	1	.....
EG 22	Peekskill Lighting and Railroad.....	19	21	.....	.....	27	14	.....	.....	.....	.....
EG 23	Cohoes Gas Light.....	22	23	.....	.....	12	12	.....	.....	.....	.....
EG 24	Glens Falls Gas and Electric Light.....	5	6	.....	.....	59	27	.....	.....	.....	.....
EG 25	Orange County Lighting.....	20	20	.....	1	24	10	.....	.....	.....	.....
EG 26	Plattsburgh Gas and Electric.....	21	20	.....	3	22	10	.....	1	.....	.....
EG 27	Upper Hudson Electric and Railroad.....	20	19	.....	1	8	10	.....	.....	.....	.....
EG 28	Port Jervis Light and Power.....	14	14	.....	.....	6	6	.....	.....	.....	.....
EG 29	Suffolk Gas and Electric Light.....	4	5	.....	.....	11	9	.....	1	.....	.....
EG 30	Corning Light and Power Corporation.....	14	14	.....	.....	3	3	.....	.....	.....	2
EG 31	Southern Dutchess Gas and Electric.....	21	21	.....	.....	8	8	.....	.....	.....	.....
EG 32	Niagara Falls Gas and Electric Light.....	15	8	.....	1	67	58	.....	.....	.....	.....
EG 33	Malone Light and Power.....	12	22	.....	1	2	3	.....	1	.....	.....
EG 34	United Gas, Electric Light and Fuel.....	6	5	.....	.....	5	2	.....	.....	.....	.....
EG 35	Oneonta Light and Power.....	6	7	.....	.....	3	3	.....	.....	.....	.....
EG 36	Halfmoon Light, Heat and Power.....	7	9	.....	.....	12	3	.....	.....	.....	.....
EGN 1	Elmira Water, Light and Railroad.....	145	103	.....	7	27	13	.....	.....	.....	.....
EN 1	Depew and Lancaster Light, Power and Conduit	13	13	.....	2	1	1	.....	.....	.....	.....
	Totals.....	7,709	2,434	8	322	2,772	1,958	5	247	10	64

<sup>1</sup> Excludes general administration employees.

<sup>2</sup> Employees in Gas department are included with those in the Electric department.





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## COAL GAS AND WATER GAS CORPORATIONS (CLASS A)

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Coal Gas and Water Gas Corporations of Class A are those whose operating revenues for the three years next preceding that covered by the latest annual report to the Commission have averaged over \$25,000 per annum. The figures following the name give the order in which the corporation appears in the tables.

Binghamton Gas Works.....	G	3	Ithaca Gas Light Company, The.....	G	6
Buffalo Gas Company.....	G	1	Mohawk Gas Company of Schenectady.....	G	2
Canandaigua Gas-Light Company, The.....	G	9	Nassau and Suffolk Lighting Company.....	G	4
Chuctanunda Gas Light Company, The.....	G	5	Niagara Light, Heat and Power Company <sup>1</sup> .....	GN	1
Fulton Fuel and Light Company.....	G	7	Ogdensburg Gas Company.....	G	10
Homer and Cortland Gas Light Company.....	G	8			

<sup>1</sup> Combined manufactured gas and natural gas corporation.

Returns not tabulated; see Historical and Explanatory Statement.

Empire Coke Company

| Semet-Solvay Company



TABLE 301: BALANCE SHEET, COAL GAS AND WATER GAS

The corporations are named in the order of their average revenues from coal gas and water gas operations during the year ended December 31, 1914; for their

L.No.	Buffalo Gas G 1	Mohawk Gas, Schenectady G 2	Binghamton Gas Works G 3	Nassau & Suffolk Lighting G 4	Chuctanunda Gas Light G 5	Ithaca Gas Light G 6	Fulton Fuel & Light G 7	L.No.
	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	43,847	.....	52,939	20,537	26,045	1,622	2,306	1
2	146,181	279,441	31,196	43,932	11,021	10,204	10,085	2
3	68,938	63,063	9,201	33,246	11,362	10,717	8,727	3
4	2,300,679	.....	10,755	.....	.....	<sup>2</sup> 32,000	.....	4
5	12,637,560	1,568,845	1,411,816	1,768,382	317,224	536,399	286,126	5
6	19,812	1,130	.....	.....	.....	.....	.....	6
7	71,381	<sup>1</sup> 216,012	15,475	44	.....	28,771	235	7
8	92,155	.....	.....	.....	.....	.....	.....	8
9	15,380,553	2,128,492	1,531,382	1,866,142	365,651	619,713	307,479	9
10	753,831	1,087,950	26,403	162,911	11,113	81,207	35,952	10
11	5,805,000	.....	932,000	500,000	.....	<sup>2</sup> 260,000	119,000	11
12	.....	.....	26,431	.....	.....	.....	.....	12
13	17,006	79,350	78,000	40,904	14,267	78	2,857	13
14	91,716	7,368	3,041	54,517	.....	24,029	884	14
15	8,713,000	530,900	450,000	995,000	125,000	200,000	125,000	15
16	.....	422,924	15,507	112,810	215,271	54,398	23,786	16

<sup>1</sup> Includes \$213,473 construction work in progress.<sup>2</sup> Includes \$9000 bonds of Ithaca Gas Light Company reacquired for sinking fund.

TABLE 302: INCOME AND CORPORATE SURPLUS OR DEFICIT ACCOUNTS, COAL GAS AND

Figures in *italics* denote losses during year and deficits.

The corporations are named in the order of their average revenues from coal gas and water gas operations during the year ended December 31, 1914; for their

L.No.	Buffalo Gas G 1	Mohawk Gas, Schenectady G 2	Binghamton Gas Works G 3	Nassau & Suffolk Lighting G 4	Chuctanunda Gas Light G 5	Ithaca Gas Light G 6	Fulton Fuel & Light G 7	L.No.
	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	800,447	351,859	251,599	228,555	104,844	81,201	42,939	1
2	585,244	222,262	148,100	132,227	69,368	43,756	29,646	2
3	68,603	22,409	15,234	5,029	5,925	6,302	2,450	3
4	1,333	2,475	1,557	909	328	457	.....	4
5	655,180	247,147	164,891	138,165	75,621	50,514	32,096	5
6	145,267	104,713	86,708	90,390	29,223	30,687	10,843	6
7	25,886	.....	.....	.....	.....	.....	.....	7
8	15,130	.....	.....	.....	.....	.....	.....	8
9	10,756	.....	.....	.....	.....	.....	.....	9
10	156,024	104,713	86,708	90,390	29,223	30,687	10,843	10
11	5,362	7,164	863	.....	.....	325	.....	11
12	2,042	45	1,246	.....	.....	.....	.....	12
13	4,798	2,390	801	.....	.....	25	.....	13
14	2,606	4,819	1,308	.....	.....	300	.....	14
15	158,629	109,532	88,018	90,390	29,223	30,988	10,843	15
16	290,250	.....	45,510	25,000	.....	<sup>3</sup> 13,000	5,950	16
17	29,506	58,313	58	213	.....	4,038	1,913	17
18	4,983	.....	.....	.....	.....	.....	.....	18
19	.....	.....	.....	.....	1,200	241	.....	19
20	.....	.....	.....	.....	.....	2,600	.....	20
21	.....	.....	.....	.....	.....	2,074	.....	21
22	.....	.....	337	.....	.....	737	.....	22
23	324,739	58,313	45,905	25,213	1,200	22,691	7,863	23
24	166,110	51,219	42,111	65,177	28,023	8,297	2,980	24
25	93,491	365,263	22,136	76,580	207,568	57,522	20,806	25
26	175	227	144	.....	.....	12	.....	26
27	<sup>1</sup> 14,963	<sup>2</sup> 9,959	.....	.....	.....	462	.....	27
28	.....	.....	.....	26,767	.....	.....	.....	28
29	.....	.....	48,885	.....	20,000	11,000	.....	29
30	8,195	2,500	.....	.....	.....	.....	.....	30
31	15,268	.....	.....	.....	.....	.....	.....	31
32	90	.....	.....	.....	.....	.....	.....	32
33	11,120	1,244	.....	2,179	320	895	.....	33
34	92,155	422,924	15,507	112,810	215,271	54,398	23,786	34

<sup>1</sup> Includes \$11,116 "Adjustment of accrued amortization of capital, loaned lamps".<sup>2</sup> Represents interest chargeable to fixed capital but formerly deducted from income.<sup>3</sup> Includes \$363 interest on bonds held in sinking fund.

## CORPORATIONS (CLASS A), DECEMBER 31, 1914

names in alphabetic order and their ranking on the basis of operating revenues see page 143.

L.No.	Item	Homer & Cortland Gas Light G 8	Canandaigua Gas-Light G 9	Ogdensburg Gas G 10	Niagara Light, Heat & Power GN 1	L.No.
		<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Cash.....	1,476	1,223	2,716	.....	1
2	Other current assets.....	6,123	6,780	3,918	19,926	2
3	Materials and supplies.....	5,853	4,343	2,655	9,619	3
4	Miscellaneous investments.....	.....	.....	.....	300	4
5	Fixed capital, gas.....	307,646	130,427	160,074	541,097	5
6	Fixed capital, other departments.....	.....	.....	.....	.....	6
7	Miscellaneous temporary debits.....	17,274	1,492	.....	39,870	7
8	Corporate deficit.....	.....	.....	16,130	115,633	8
9	Total.....	338,372	144,265	185,493	726,445	9
10	Unfunded debt.....	14,029	75,148	76,577	68,596	10
11	Funded debt.....	170,000	.....	.....	404,000	11
12	Reserve for replacement and renewals.....	.....	.....	.....	.....	12
13	Accrued amortization of capital.....	24,351	1,116	8,916	3,801	13
14	Other reserves and suspense credits.....	7,415	300	.....	499	14
15	Capital stocks.....	122,400	50,000	100,000	249,550	15
16	Corporate surplus.....	177	17,701	.....	.....	16

## WATER GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914

names in alphabetic order and their ranking on the basis of operating revenues see page 143.

L.No.	Item	Homer & Cortland Gas Light G 8	Canandaigua Gas-Light G 9	Ogdensburg Gas G 10	Niagara Light, Heat & Power GN 1	L.No.
		<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Gas operating revenues.....	42,715	41,393	39,019	87,383	1
2	Gas operating expenses.....	26,299	26,013	27,642	66,223	2
3	Taxes.....	2,144	1,527	2,041	3,100	3
4	Uncollectible bills.....	644	303	140	1,200	4
5	Total gas revenue deductions.....	29,087	27,843	29,823	70,523	5
6	Income from gas operations.....	13,628	13,549	9,197	16,860	6
7	Gross revenue from other operations.....	.....	.....	.....	.....	7
8	Revenue deductions from other operations.....	.....	.....	.....	.....	8
9	Income from other operations.....	.....	.....	.....	.....	9
10	Total operating income.....	13,628	13,549	9,197	16,860	10
11	Non-operating revenues:					
12	Rents.....	9	.....	859	.....	11
13	Interest.....	.....	.....	.....	.....	12
13	Non-operating revenue deductions:					
14	.....	.....	.....	141	.....	13
14	Total non-operating income.....	9	.....	718	.....	14
15	Gross income.....	13,637	13,549	9,915	16,860	15
16	Income deductions:					
17	Interest on funded debt.....	8,474	.....	.....	20,200	16
18	Other interest deductions.....	1,661	4,535	3,000	2,120	17
19	Rent of other gas plant.....	.....	.....	.....	.....	18
20	Other rent deductions.....	.....	100	.....	.....	19
21	Sinking fund accruals.....	2,027	.....	.....	.....	20
22	Other contractual deductions.....	2	.....	.....	.....	21
22	Amortization charged to income.....	469	.....	.....	2,684	22
23	Total deductions from income.....	12,634	4,635	3,000	25,004	23
24	Net corporate income.....	1,003	8,914	6,915	8,144	24
25	Surplus or deficit at beginning of period.....	40,190	9,934	20,816	107,489	25
26	Bad debts collected.....	.....	6	.....	.....	26
27	Other additions to surplus.....	131	196	.....	.....	27
28	Dividends declared:					
29	On preferred stocks.....	.....	.....	.....	.....	28
30	On common stock.....	2,000	.....	.....	.....	29
31	Appropriations from surplus.....	25,110	30	.....	.....	30
32	Realized depreciation not covered by reserves.....	12,352	.....	2,229	.....	31
33	Bad debts written off.....	1,022	.....	.....	.....	32
33	Other deductions from surplus.....	663	1,319	.....	.....	33
34	Surplus or deficit at close of period.....	177	17,701	16,130	115,633	34

\* Appropriated to "Accrued amortization of capital".



TABLE 303: MISCELLANEOUS INVESTMENTS, COAL GAS AND WATER GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914

Only those corporations are included which report items that appear in the Balance Sheet, Table 301, as "Miscellaneous Investments".  
The corporations are named in the order of their average revenues from coal gas and water gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 143.

Corp. No.	Name of corporation and class of investment	Characteristics of securities held		Par value of amount held	Date of acquisition	Actual money cost	Book value	Income accrued during year
		Rate of interest	Date of maturity					
G 1	<b>Buffalo Gas:</b>	%		Dollars		Dollars	Dollars	Dollars
	<i>Mortgaged or pledged investments:</i>							
	Peoples Gas Light and Coke Co. of Buffalo bonds.....	5	Jul 1, 1933	2,045,000	Feb 14, 1899	1.....	2,300,679	{ .....
G 3	Peoples Gas Light and Coke Co. of Buffalo stock.....	.....	.....	2,702,400	Feb 14, 1899	1.....		
	<b>Binghamton Gas Works:</b>							
	<i>Mortgaged or pledged investments:</i>							
G 6	Real estate.....	.....	.....	.....	.....	.....	10,755	62
	<b>Ithaca Gas Light:</b>							
	<i>Mortgaged or pledged investments:</i>							
	Land.....	.....	.....	.....	.....	23,000	23,000	.....
	<i>Sinking and other contractual fund investments:</i>							
	Ithaca Gas Light Co. bonds.....	5	Jul 1, 1949	9,000	1912-1914	9,230	9,000	363
GN 1	<b>Niagara Light, Heat and Power:</b>							
	<i>Free investments:</i>							
	Niagara Oil Stone Co. stock.....	.....	.....	500	Apr 3, 1908	300	300	.....
	Totals.....	.....	.....	.....	.....	.....	2,343,734	425

<sup>1</sup> Acquired through an exchange of securities.

TABLE 304: FIXED CAPITAL, COAL GAS AND WATER GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914

So far as fixed capital costs have been classified according to the prescribed Uniform System of Accounts now effective, the net change during the year and the balance at the close of the year in each primary account are shown in Table 304, as reported. The book accounts representing fixed capital installed prior to December 31, 1908; have in most cases not yet been required by the Commission to be re-classified according to the now effective system, and where for this or any other reason expenditures are not so classified, the total is shown against the captions "Undistributed book value" and "Other fixed capital not classified by prescribed accounts". This is due to corrections, adjustments, and transfers which are not considered part of the year's transactions, but which have been shown in the current report of the corporation concerned as though they had been recorded in the figures for the previous year.

Figures in *italics* denote *decreases* or *credit balances*.

The corporations are named in the order of their average revenues from coal gas and water gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 143.

Line No.	Name of account	Buffalo Gas G 1		Mohawk Gas, Schenectady G 2		Binghamton Gas Works G 3		Nassau & Suffolk Lighting G 4		Chautauque Gas Light G 5		Line No.
		Net increase during year Dollars	Balance at close of year Dollars	Net increase during year Dollars	Balance at close of year Dollars	Net increase during year Dollars	Balance at close of year Dollars	Net increase during year Dollars	Balance at close of year Dollars	Net increase during year Dollars	Balance at close of year Dollars	
1	Classified by prescribed accounts:											1
2	Land devoted to gas operations.....				30						2,500	2
3	Intangible gas capital:											3
4	Organization.....			448	2,344							4
5	Other intangible gas capital.....				17				390			5
6	Tangible gas capital:											6
7	General structures.....		2,129	762	20,120							7
8	General equipment.....	1,029	14,479	2,892	7,516	440	1,764	5,569	18,764		1,747	8
9	Works and station structures.....	676	5,911	23,001	29,252	5,464	7,310	4,503	9,739		2,437	9
10	Holders.....		150	139,886	139,886						3,132	10
11	Furnaces, boilers, and accessories.....	141	3,509	3,447	5,116		4,565	1,794	24,693		71	11
12	Steam engines.....		24	154	154	1,405	3,950					12
13	Gas engines.....		87									13
14	Miscellaneous power plant equipment.....				5							14
15	Bench and retorts.....			814	814							15
16	Water gas sets and accessories.....				3,079	13,288	13,288		10,000		7,769	16
17	Purification apparatus.....		524	5,135	5,394		4,023	4,646	7,422		535	17
18	Accessory equipment at works.....		3,935	10,850	11,417	6,466	12,264	52,353	382,140	29	2,941	18
19	Trunk lines and mains.....	27,311	184,817	19,617	128,288	7,153	51,366	23,373	113,170	3,417	33,492	19
20	Gas services.....	2,242	37,232	9,109	55,867	2,603	12,366	23,077	17,170	9,867	19,089	20
21	Gas meters.....	6	19,782	6,573	35,516	4,214	24,942	7,682	17,162	1,555		21
22	Gas meter installation.....	724	4,919			306	1,855	2,064	30,971			22
23	Municipal street lighting fixtures, gas.....	1,848	1,848						537		334	23
24	Gas engines and appliances.....	1,505	27,930	189	832	16	233				389	24
25	Gas tools and implements.....	132	1,565	288	793		412				500	25
26	Gas laboratory equipment.....	12	288	786	1,588							26
27	Other tangible gas capital.....	2,967	3,686	514	14,097			1,426	1,426			27
28	Engineering and superintendence.....	26										28
29	Interest during construction.....			14,097								29
30	Totals classified by prescribed accounts.....	35,547	312,893	237,593	462,127	41,366	138,337	102,388	637,425	5,965	84,413	30
31	Not classified by prescribed accounts:											31
32	Undistributed book value.....	23,683	12,137,231		637,328	17,914	1,273,478	9,313	1,130,937	320	232,811	32
33	Other fixed capital not classified by prescribed accounts.....	273	187,436	1,881	469,390							33
34	Totals not classified by prescribed accounts.....	22,956	12,324,667	1,881	1,107,848	17,914	1,273,478	9,313	1,130,937	320	232,811	34
35	Total fixed capital, gas.....	12,591	12,637,560	235,711	1,569,975	23,452	1,411,816	93,075	1,768,382	5,645	317,224	35
36	Total fixed capital, other departments.....		19,812									36
37	Grand total fixed capital.....	12,591	12,657,372	235,711	1,569,975	23,452	1,411,816	93,075	1,768,382	5,645	317,224	37



TABLE 304: FIXED CAPITAL, COAL GAS AND WATER GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (concluded)

So far as fixed capital costs have been classified according to the prescribed Uniform System of Accounts now effective, the net change during the year and the balance at the close of the year in each primary account are shown in Table 304, as reported. The book accounts representing fixed capital installed prior to December 31, 1908, have in most cases not yet been required by the Commission to be re-classified according to the now effective system, and where for this or any other reason expenditures are not so classified, the total is shown against the captions "Undistributed book value" and "Other fixed capital not classified by prescribed accounts". The amounts shown as "Balance at close of year" will not in all cases equal the sum of the "Net increase during year" added to the balance given in the abstracts for 1913. This is due to corrections, adjustments, and transfers which are not considered part of the year's transactions, but which have been shown in the current report of the corporation concerned as though they had been recorded in the figures for the previous year.

Figures in *italics* denote *decreases* or *credit balances*.

The corporations are named in the order of their average revenues from coal gas and water gas operations during the year ended December 31, 1914, for their names in alphabetic order and their ranking on the basis of operating revenues see page 143.

Line No.	Name of account	Ithaca Gas Light G 6		Fulton Fuel & Light G 7		Homer & Cortland Gas Light G 8		Canandaigua Gas-Light G 9		Ogdensburg Gas G 10		Niagara Light, Heat & Power GN 1		Rank
		Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	
		Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	
1	Classified by prescribed accounts:													
2	Land devoted to gas operations		500				3,000							1
3	Intangible gas capital:													2
4	Organization						105,000							3
5	Other intangible gas capital													4
6	Tangible gas capital:													5
7	General structures	470	733		1,283	75	96				526		206	6
8	General equipment	21	695		1,283	543	3,388						1,677	7
9	Works and station structures	492	9,871		1,875	80	19,905				4,820		2,565	8
10	Holders		3,037	7	9,325		21,500						1,886	9
11	Furnaces, boilers, and accessories	43			2,982		1,764							10
12	Steam engines				45		75							11
13	Gas engines						100				3,707		165	12
14	Miscellaneous power plant equipment	133	2,207		30		11,369				5,052		5,089	13
15	Benchies and retorts	7	12,664		12		58						7,607	14
16	Water gas sets and accessories				477								20	15
17	Purification apparatus	181	1,142		134		233						324	16
18	Accessory equipment at works	1,582	23,342	15	2,995	456	8,969						17,702	17
19	Trunk lines and mains	1,611	10,293	228	8,091	4,938	79,330				20,614		12,922	18
20	Gas services	829	6,832	172	2,794	1,476	22,107				738		5,180	19
21	Gas meters	111		602	3,154	207	14,719				4,606		514	20
22	Gas meter installation					2	137							21
23	Municipal street lighting fixtures, gas													22
24	Gas engines and appliances	46	1,104		44		773						519	23
25	Gas tools and implements	8	96		120		349						363	24
26	Gas laboratory equipment						5,566						4,191	25
27	Other tangible gas capital		4,673											26
28	Engineering and superintendence													27
29	Interest during construction													28
30	Totals classified by prescribed accounts	5,441	77,449	849	34,644	7,847	307,646	3,336	54,506	17,178	43,774	11,916	61,279	29
31	Not classified by prescribed accounts:													30
32	Undistributed book value		458,950		174,136				75,921		116,300		479,818	31
33	Other fixed capital not classified by prescribed accounts				77,346									32
34	Totals not classified by prescribed accounts		458,950		251,483				75,921		116,300		479,818	33
35	Total fixed capital, gas	5,441	536,399	849	286,126	7,847	307,646	1,714	130,427	14,678	160,074	11,794	541,097	34
36	Total fixed capital, other departments													35
37	Grand total fixed capital	5,441	536,399	849	286,126	7,847	307,646	1,714	130,427	14,678	160,074	11,794	541,097	36

TABLE 305 a: FUNDED DEBT, COAL GAS AND WATER GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914

The figures given are for the actually outstanding debt (*i. e.* securities not held by or for the issuing corporation) of the corporation as a whole. Only those corporations are included which report funded debt outstanding at some time during the year.

The amounts shown under "Par value authorized" is the amount already legally issued and outstanding in addition to the amount which the respondent claims may be issued without further approval by state or other public authority.

The corporations are named in the order of their average revenues from coal gas and water gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 143.

Corp. No.	Name of corporation and designation of securities	Amount of mortgage	Interest provisions		Par value		Interest	
			Rate	Dates payable	Authorized	Actually outstanding at close of year	Accrued during year	Matured and unpaid at close of year
G 1	<b>Buffalo Gas:</b>							
	Real estate mortgage 50-year bonds.....	Dollars 7,000,000	5	Apr & Oct	Dollars 5,805,000	Dollars 5,805,000	Dollars 290,250	Dollars 127,125
G 3	<b>Binghamton Gas Works:</b>							
	First mortgage 40-year bonds.....	750,000	5	Apr & Oct	750,000	750,000	37,500	37,500
	General mortgage 50-year bonds.....	2,500,000	5	Apr & Oct	182,000	182,000	18,163	7,850
G 4	<b>Nassau and Suffolk Lighting:</b>							
	First mortgage 30-year bonds.....	500,000	5	Jun & Dec	500,000	500,000	25,000	25,000
G 6	<b>Ithaca Gas Light:</b>							
	Refunding mortgage sinking fund 40-year gold bonds.....	400,000	5	Jan & Jul	251,000	251,000	12,621	12,621
G 7	<b>Fulton Fuel and Light:</b>							
	First mortgage 30-year gold bonds.....	200,000	5	May & Nov	.....	.....	17	25
G 8	<b>Homer and Cortland Gas Light:</b>							
	Refunding mortgage sinking fund 40-year gold bonds.....	125,000	5	Apr & Oct	119,000	119,000	5,950	5,950
GN 1	<b>Niagara Light, Heat and Power:</b>							
	First mortgage 20-year bonds.....	250,000	5	Jan & Jul	184,400	170,000	8,474	8,474
	Consolidated and refunding mortgage 20-year bonds.....	500,000	5	May & Nov	250,000	250,000	12,500	1,025
	Totals.....				8,181,000	8,181,000	408,175	372,000

<sup>1</sup> Includes \$153 interest accrued on bonds at time of sale and not charged against income.

TABLE 305 b: FUNDED DEBT ISSUED OR ASSUMED, COAL GAS AND WATER GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914

Only those corporations are included which report funded debt actually issued or assumed during the year.

The date of authorization is the reported date of the final authorization necessary to the legal validity of the issue. The amount shown under "Par value authorized" is the amount of the particular authorization or authorizations under which the issue during the year has been made.

The corporations are named in the order of their average revenues from coal gas and water gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 143.

Corp. No.	Name of corporation and designation of securities	Interest rate	Dates		By whom authorized	Par value			Average price realized per cent of par
			Authorization	Maturity		Authorized	Issued or assumed during year	Issued for cash	
G 3	<b>Binghamton Gas Works:</b>								
	General mortgage 50-year gold bonds.....	% 5	Aug 5, 1914	1954	P. S. C. 2nd Dist.....	Dollars 25,000	Dollars 25,000	Dollars 25,000	90
G 6	<b>Ithaca Gas Light:</b>								
	Refunding mortgage sinking fund 40-year gold bonds.....	5	Aug 27, 1909	1949	P. S. C. 2nd Dist.....	260,000	1,000	1,000	.....
G 8	<b>Homer and Cortland Gas Light:</b>								
	Refunding mortgage sinking fund 40-year gold bonds.....	5	Aug 28, 1913	1949	P. S. C. 2nd Dist.....	22,400	14,000	14,000	100

<sup>1</sup> Issued to retire a like par value of first mortgage gold bonds.

<sup>2</sup> Issued in payment of outstanding indebtedness.



TABLE 306 a: CAPITAL STOCKS, COAL GAS AND WATER GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914

The figures given are for the actually outstanding stocks (i. e. stocks not held by or for the issuing corporation) of the corporation as a whole. The amount shown under "Par value authorized" is the amount already legally issued and outstanding in addition to the amount which the respondent claims may be issued without further approval by state or other public authority. Stock not otherwise specifically described is common. The corporations are named in the order of their average revenues from coal gas and water gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 143.

Corp. No.	Name of corporation and class of stock	Par value			Dividends declared during year	
		Authorized	Actually issued	Actually outstanding at close of year	Rate	Amount
		<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>%</i>	<i>Dollars</i>
G 1	Buffalo Gas.....	7,000,000	<sup>1</sup> 7,000,000	<sup>1</sup> 7,000,000		
	Preferred 6% non-cumulative.....	2,000,000	1,713,000	1,713,000		
G 2	Mohawk Gas, Schenectady.....	1,346,000	376,900	376,900		
	Preferred.....	154,000	154,000	154,000		
G 3	Binghamton Gas Works.....	450,000	450,000	450,000	10.86	48,885
G 4	Nassau and Suffolk Lighting.....	500,000	500,000	500,000		
	Preferred.....	500,000	495,000	495,000	6	26,767
G 5	Chuctanunda Gas Light.....	125,000	125,000	125,000	16	20,000
G 6	Ithaca Gas Light.....	200,000	200,000	200,000	5.5	11,000
G 7	Fulton Fuel and Light.....	125,000	125,000	125,000		
G 8	Homer and Cortland Gas Light.....	123,400	122,400	122,400	2	2,000
G 9	Canandaigua Gas-Light.....	50,000	50,000	50,000		
G 10	Ogdensburg Gas.....	100,000	100,000	100,000		
GN 1	Niagara Light, Heat and Power.....	249,550	249,550	249,550		
	Totals.....		11,660,850	11,650,850		108,652

<sup>1</sup> Includes stocks reserved at par for outstanding stock of Buffalo City Gas Company, a constituent company.

TABLE 306 b: CAPITAL STOCKS ISSUED, COAL GAS AND WATER GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914

Only those corporations are included which report stock actually issued or assumed during the year. The date of authorization is the reported date of the final authorization necessary to the legal validity of the issue. The amount shown under "Par value authorized" is the amount of the particular authorization or authorizations under which the issue during the year has been made. The corporations are named in the order of their average revenues from coal gas and water gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 143.

Corp. No.	Name of corporation and class of stock	Date of authorization	By whom authorized	Par value				Average price realized per cent of par
				Authorized	Issued during year	Issued for cash	Issued for other consideration	
				<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
G 2	Mohawk Gas, Schenectady: Common.....	Oct 14, 1914	P. S. C. 2nd Dist.....	90,000	86,900	86,900	.....	100
G 4	Nassau and Suffolk Lighting: Preferred.....	Jun 10, 1914	P. S. C. 2nd Dist.....	80,000	75,000	75,000	.....	100
G 8	Homer and Cortland Gas Light: Common.....	Aug 28, 1913	P. S. C. 2nd Dist.....	23,400	22,400	.....	122,400	100

<sup>1</sup> Issued in payment of outstanding indebtedness.

TABLE 309: OPERATING REVENUES, COAL GAS AND WATER GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914

"Net revenue" is the net amount charged the consumer, *i. e.* gross price less any discounts or allowances.

Figures in *italics* denote *losses*.  
The corporations are named in the order of their average revenues from coal gas and water gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 143.

Line No.	Name of account	Buffalo Gas G 1			Mohawk Gas, Schenectady G 2			Binghamton Gas Works G 3			Nassau & Suffolk Lighting G 4			Chautauque Gas Light G 5		
		Quantity sold	Av. net revenue per M cu.ft.	Net revenue	Quantity sold	Av. net revenue per M cu.ft.	Net revenue	Quantity sold	Av. net revenue per M cu.ft.	Net revenue	Quantity sold	Av. net revenue per M cu.ft.	Net revenue	Quantity sold	Av. net revenue per M cu.ft.	Net revenue
1	Municipal street lighting, gas.....	M cu.ft.	Dollars	Dollars	M cu.ft.	Dollars	Dollars	M cu.ft.	Dollars	Dollars	M cu.ft.	Dollars	Dollars	M cu.ft.	Dollars	Dollars
2	Lighting municipal buildings, gas.....	123,991	.90	111,592	1,093	1.01	1,105	911	1.00	911	30,403	1.27	38,554	110	1.00	110
3	Municipal heat and power, gas.....	34,545	.90	31,094	13	1.05	13	9,348	1.11	10,366	108,052	1.41	152,200	52,226	1.00	52,226
4	Miscellaneous gas revenues, municipal.....	719	1.25	896	19,075	1.04	19,832	211,015	1.07	225,374	152,200	1.41	36,957	37,981	1.00	37,981
5	Prepaid gas.....	425,462	1.00	425,462	315,368	.97	305,556	11,551	.81	9,392	21,933	.55	12,063	.....	.....	.....
6	Commercial metered lighting, gas.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	Commercial heat and power, gas.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	Other gas corporations.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	Total sales of gas.....	584,717	.97	569,045	335,548	.....	326,505	232,826	1.06	246,043	160,389	1.26	202,818	89,293	1.00	89,317
10	Rent of gas appliances.....	.....	.....	9,760	.....	.....	.....	.....	.....	.....	.....	.....	950	.....	.....	.....
11	Gas merchandise and jobbing revenues.....	.....	.....	3,524	.....	.....	15,909	.....	.....	.....	.....	.....	24,398	.....	.....	29
12	Sales of residuals and byproducts.....	.....	.....	207,737	.....	.....	19,574	.....	.....	.....	.....	.....	389	.....	.....	15,450
13	Other miscellaneous gas revenues.....	.....	.....	10,082	.....	.....	90	.....	.....	5,556	.....	.....	.....	.....	.....	106
14	Total miscellaneous revenues.....	.....	.....	231,402	.....	.....	25,353	.....	.....	5,556	.....	.....	25,737	.....	.....	15,527
15	Total gas revenues.....	.....	.....	800,447	.....	.....	351,859	.....	.....	251,599	.....	.....	228,555	.....	.....	104,844

Line No.	Name of account	Ithaca Gas Light G 6			Fulton Fuel & Light G 7			Homer & Cortland Gas Light G 8			Canandaigua Gas-Light G 9			Ozarksburg Gas G 10			Niagara Light, Heat & Power G 11		
		Quantity sold	Av. net revenue per M cu.ft.	Net revenue	Quantity sold	Av. net revenue per M cu.ft.	Net revenue	Quantity sold	Av. net revenue per M cu.ft.	Net revenue	Quantity sold	Av. net revenue per M cu.ft.	Net revenue	Quantity sold	Av. net revenue per M cu.ft.	Net revenue	Quantity sold	Av. net revenue per M cu.ft.	Net revenue
1	Municipal street lighting, gas.....	M cu.ft.	Dollars	Dollars	M cu.ft.	Dollars	Dollars	M cu.ft.	Dollars	Dollars	M cu.ft.	Dollars	Dollars	M cu.ft.	Dollars	Dollars	M cu.ft.	Dollars	Dollars
2	Lighting municipal buildings, gas.....	5	2.58	12	.....	.....	.....	57	1.40	79	79	1.50	119	162	1.30	243	184	1.30	239
3	Municipal heat and power, gas.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	170	1.25	212	.....	.....	.....	155	1.02	158
4	Miscellaneous gas revenues, municipal.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	Prepaid gas.....	1,139	1.25	1,424	2,079	1.41	2,931	2,079	1.41	2,931	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	Commercial metered lighting, gas.....	64,992	1.21	78,849	20,047	1.40	28,066	37,433	1.40	52,406	9,479	1.38	13,088	9,782	1.30	12,736	8,063	1.45	11,633
7	Commercial heat and power, gas.....	235	1.25	294	1,120	1.14	1,278	1,278	1.14	1,436	17,700	1.25	22,124	11,808	1.38	16,486	32,430	.99	32,430
8	Other gas corporations.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10,917	.85	9,280
9	Total sales of gas.....	66,392	1.21	80,005	28,486	1.24	35,228	30,803	1.39	42,979	27,514	1.33	36,471	21,752	1.54	33,803	76,298	.94	71,537
10	Rent of gas appliances.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	Gas merchandise and jobbing revenues.....	.....	.....	597	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12	Sales of residuals and byproducts.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	Other miscellaneous gas revenues.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	Total miscellaneous revenues.....	.....	.....	597	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	Total gas revenues.....	.....	.....	81,201	.....	.....	42,939	.....	.....	42,715	.....	.....	41,393	.....	.....	39,019	.....	.....	87,383

<sup>1</sup> Estimated "cost" of residuals produced and cost of coke purchased for re-sale is charged against revenue account "Sales of residuals and byproducts," so that the balance in that account represents chiefly net revenue from sale of coke, whether or not such coke is actually a residual product.

<sup>2</sup> Includes 11,936 M cu.ft. of natural gas sold at an average net price of \$0.34, producing net revenue of \$4025



TABLE 310: OPERATING EXPENSES, COAL GAS AND WATER GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914

The averages are based on the number of cubic feet sold unless otherwise noted. Figures in *italics* denote credits.  
The corporations are named in the order of their average revenues from coal gas and water gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 143.

Line No.	Name of account	Buffalo Gas G 1		Mohawk Gas, Schenectady G 2		Binghamton Gas Works G 3		Nassau & Suffolk Lighting G 4		Chautauque Gas Light G 5		Line No.
		Amount	Per M cu.ft.	Amount	Per M cu.ft.	Amount	Per M cu.ft.	Amount	Per M cu.ft.	Amount	Per M cu.ft.	
1	Works superintendence and labor.....	113,401	19.74	19,018	5.66	18,311	7.86	20,000	12.48	.....	.....	1
2	Boiler fuel.....	6,463	1.09	7,832	2.33	8,049	3.71	6,785	4.23	11,123	12.46	2
3	Water.....	31,393	5.35	8,260	2.45	1,663	.63	4,288	2.67	180	.18	3
4	Fuel under retorts.....	184,017	31.82	30,292	9.02	164	.07	106	.07	311	.35	4
5	Coal carbonized.....	7,787	1.33	.....	.....	.....	.....	.....	.....	26,163	29.30	5
6	Coal gas engine.....	.....	.....	19,018	5.66	.....	.....	.....	.....	.....	.....	6
7	Water gas unit.....	.....	.....	48,808	14.54	46,241	19.86	35,000	21.82	.....	.....	7
8	Purification supplies.....	1,820	.31	1,017	.30	1,490	.63	35,000	21.82	5,603	6.27	8
9	Miscellaneous works expense.....	2,333	.40	3,366	1.00	1,690	.73	351	.22	408	.46	9
10	Repairs power plant structures.....	9,340	1.60	887	.26	153	.07	351	.22	364	.41	10
11	Repairs gas apparatus.....	2,241	.38	887	.26	1,202	.72	1,202	.81	343	.38	11
12	Repairs works tools.....	5,662	.97	1,530	.46	3,167	1.36	899	.56	117	.13	12
13	Gas storage.....	3,573	.61	110	.03	.....	.....	.....	.....	461	.52	13
14	Residuals produced, Cr.....	12,773	2.18	.....	.....	88	.04	.....	.....	457	.51	14
15	.....	178,642	30.53	31,989	9.53	2,839	1.22	.....	.....	.....	.....	15
16	Total production expenses.....	207,032	35.41	109,694	32.69	83,148	35.71	70,610	44.02	45,510	50.97	16
17	Transmission pumping.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17
18	Work on meters and consumers' premises.....	18,248	3.12	5,614	1.67	1,164	.50	2,947	1.84	.....	.....	18
19	Repairs gas mains and services.....	16,959	2.90	22,136	6.60	1,664	.50	2,947	1.84	.....	.....	19
20	Repairs gas meters, tools, and appliances.....	56,502	9.66	4,267	1.27	5,501	2.37	2,045	1.28	3,531	3.95	20
21	Total transmission and distribution expenses.....	12,224	2.09	4,484	1.34	4,763	2.05	1,408	3.63	1,317	1.47	21
22	Total municipal street lighting expenses.....	103,933	17.77	36,501	10.88	11,937	5.13	13,135	8.19	6,249	7.00	22
23	Total commercial expenses, gas.....	6,898	1.18	.....	.....	.....	.....	15,419	9.61	.....	.....	23
24	General administration.....	31,257	5.35	29,877	8.90	12,299	5.28	19,595	12.22	5,211	5.84	24
25	Insurance.....	32,187	5.50	17,537	5.23	23,249	9.99	7,895	4.92	5,326	5.96	25
26	Relief department and pensions.....	7,181	1.23	1,566	.47	816	.35	586	.37	1,404	1.57	26
27	Franchise requirements.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	27
28	General amortization.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	28
29	Injuries to persons and property.....	15,348	2.62	14,967	4.46	15,000	6.44	6,394	3.99	3,165	3.54	29
30	General stationery and printing.....	421	.07	391	1.12	160	.07	.....	.....	.....	.....	30
31	General stationary and property.....	588	1.10	221	.07	770	.33	.....	.....	.....	.....	31
32	Store and stable expenses.....	10,205	1.75	.....	.....	1,293	.56	4,144	2.58	514	.58	32
33	Cost of manufacturing residuals sold.....	139,497	23.86	.....	.....	.....	.....	.....	.....	.....	.....	33
34	Residuals and byproducts expenses.....	31,614	5.41	13,451	4.01	.....	.....	.....	.....	2,181	2.44	34
35	Miscellaneous adjustments, balance.....	916	.16	1,943	.58	571	.25	5,660	3.46	192	.22	35
36	Total general and miscellaneous expenses.....	236,124	40.38	46,191	13.77	40,717	17.49	13,408	8.40	12,398	13.88	36
37	Total gas operating expenses.....	585,244	100.09	222,262	66.24	148,100	63.61	132,227	82.44	69,368	77.69	37
38	Gas, in units of one thousand cubic feet:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	38
39	Coal gas manufactured.....	699,993	.....	95,483	.....	242,058	.....	215,549	.....	78,111	.....	39
40	Water gas manufactured.....	.....	.....	265,865	.....	.....	.....	.....	.....	19,102	.....	40
41	Gas purchased.....	.....	.....	.....	.....	232,826	.....	.....	.....	89,293	.....	41
42	Gas sold.....	584,717	.....	335,548	.....	.....	.....	.....	.....	.....	.....	42

<sup>1</sup> Estimated "cost" of residuals produced and cost of coke purchased for re-sale is charged against revenue account  
of coke, whether or not such coke is actually a residual product.  
Sales of residuals and byproducts, so that the balance in that account represents chiefly net revenue from sale

TABLE 310: OPERATING EXPENSES, COAL GAS AND WATER GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914 (concluded)

The averages are based on the number of cubic feet sold unless otherwise noted. Figures in *italics* denote credits. The corporations are named in the order of their average revenues from coal gas and water gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 143.

Line No.	Name of account	Ithaca Gas Light G 6		Fulton Fuel & Light G 7		Homer & Cortland Gas Light G 8		Canandaigua Gas-Light G 9		Ogdensburg Gas G 10		Niagara Light, Heat & Power GN 1		Line No.
		Amount	Per M cu.ft.	Amount	Per M cu.ft.	Amount	Per M cu.ft.	Amount	Per M cu.ft.	Amount	Per M cu.ft.	Amount	Per M cu.ft.	
1	Works superintendence and labor													1
2	Roller fuel	7,541	11.36	4,119	14.46	5,817	18.88	4,145	15.07	5,762	26.49	8,879	13.80	2
3	Water	2,042	3.08	1,665	5.84	693	2.25	19	0.07	1,056	4.85	1,780	2.77	3
4	Fuel under retorts	92	.14	1	.01			11	.04	68	.31	318	.49	4
5	Coal carbonized	4,242	6.39	2,463	8.65	3,519	11.42	1,734	6.30	11,42	45.71	3,169	4.92	5
6	Coal gas enriched	23,745	35.76	11,625	40.81	14,433	46.86	9,941	36.13	9,943	45.71	18,538	28.80	6
7	Generator fuel	833	1.28	17	.06					144	.66			7
8	Water gas oil	3,004	4.52	50	.18							1,841	2.86	8
9	Purification supplies	244	.37	5	.02	137	.44	142	.52			3,852	5.98	9
10	Miscellaneous works expense	1,161	1.75	541	1.90	1,106	3.59	326	1.18			348	.54	10
11	Repairs works and station structures	263	.40	73	.26	200	.65	4	.01	683	3.14	848	1.32	11
12	Repairs power plant equipment	170	.26	20	.07	178	.58	4	.01			287	.45	12
13	Repairs gas apparatus	2,082	3.14	280	.98	799	2.59	1,285	4.67	753	3.46	627	.97	13
14	Repairs works tools	679	1.02	25	.09	206	.67			172	.79	257	.40	14
15	Gas storage							71	.26					15
16	Residuals produced, Cr.	15,317	23.07	8,609	30.22	11,369	36.91	7,581	27.65			16,423	25.52	16
17	Total production expenses	30,801	46.39	12,276	43.09	15,719	51.03	10,099	36.70	18,582	85.43	24,322	37.79	17
18	Transmission pumping			478	1.68			32	.12					18
19	Distribution superintendence, supplies, and expenses	615	.93	208	.73	1,038	3.37	394	1.43	2,370	10.90	2,066	3.21	19
20	Work on meters and consumers' premises	1,639	2.50	823	2.89	893	2.90	1,060	3.85	48	.22	2,339	3.48	20
21	Repairs gas mains and services	651	.98	367	1.29	561	1.82	142	.52	182	.84	1,845	2.87	21
22	Repairs gas meters, tools, and appliances	687	1.03	505	1.77	508	1.65	42	.15	792	3.64	658	1.02	22
23	Total transmission and distribution expenses	3,611	5.44	2,382	8.36	3,001	9.74	1,670	6.07	3,393	15.60	6,808	10.58	23
24	Total municipal street lighting expenses													24
25	Total commercial expenses, gas	4,433	6.68	2,197	7.71	4,004	13.00	2,933	10.66	356	1.64	8,258	12.83	25
26	General administration	4,920	7.41	4,723	16.58	3,958	12.85	2,327	8.46	2,530	11.63	5,793	7.59	26
27	Insurance	258	.39	268	.94	349	1.13	220	.80	486	2.23	1,275	1.67	27
28	Relief department and pensions							225	.82					28
29	Franchise requirements			494	1.73	13	.04							29
30	General amortization			582	2.04			1,161	4.22	2,280	10.48	285	.37	30
31	Injuries to persons and property	80	.12	5	.02	3	.01	301	1.09	41	.19	199	.26	31
32	Store and stable expenses	246	.37			226	.73	12	.04			510	.67	32
33	Cost of manufacturing residuals sold			5,952	20.89	350	1.23	687	2.50	77	.35	1,012	1.33	33
34	Residuals and byproducts expenses			1,506	5.29			5,017	18.23			11,465	15.03	34
35	Miscellaneous adjustments, balance	592	.89	739	2.59	1,353	4.39	1,361	4.95	103	.47	4,382	5.74	35
36	Total general and miscellaneous expenses	4,911	7.40	12,792	44.91	3,575	11.61	11,311	41.11	5,311	24.42	25,004	32.77	36
37	Total gas operating expenses	43,756	65.91	29,646	104.07	26,299	85.38	26,013	94.54	27,642	127.08	26,223	86.80	37
38	Gas, in units of one thousand cubic feet:													38
39	Coal gas manufactured	63,329		32,510		39,224		28,719		26,537		62,597		39
40	Water gas manufactured	12,882		82								20,147		40
41	Gas purchased													41
42	Gas sold	66,392		28,486		30,803		27,514		21,752		370,298		42

<sup>2</sup> Includes \$1831 natural gas expenses, of which \$438 was for 2923 M cu.ft. gas purchased.

<sup>3</sup> Represents 64,362 M cu.ft. manufactured gas, and 11,936 M cu.ft. natural gas.

<sup>4</sup> Expenses lines 1 to 25 inclusive are for manufactured gas only, and averages are based upon 64,362 M cu.ft. sold; expenses lines 26 to 38 inclusive are for corporation as a whole, and averages are based upon 70,298 M cu.ft., the total quantity of gas sold.



TABLE 311 a: OPERATING STATISTICS, COAL GAS AND WATER GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914

The corporations are named in the order of their average revenues from coal gas and water gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 143.

Corp. No.	Name of corporation	Gas on hand at beginning of year	Gas manufactured or purchased during year <sup>1</sup>				Gas disposed of during year			Gas on hand at close of year	Average candle-power gas supplied
			Coal gas	Water gas	All kinds of gas		Sold	Used by company	Unaccounted for		
		<i>M cu.ft.</i>	<i>M cu.ft.</i>	<i>M cu.ft.</i>	<i>M cu.ft.</i>		<i>M cu.ft.</i>	<i>M cu.ft.</i>	<i>M cu.ft.</i>	<i>M cu.ft.</i>	
G 1	Buffalo Gas.....	3,424	699,993	.....	699,993		584,717	4,221	111,421	3,057	17.87
G 2	Mohawk Gas, Schenectady.....	815	95,483	.....	265,865		335,548	1,403	23,516	1,697	17.9
G 3	Binghamton Gas Works.....	773	.....	.....	242,058		232,826	1,672	7,613	720	22.8
G 4	Nassau and Suffolk Lighting.....	160	.....	.....	215,549		160,389	3,022	52,122	176	20.0
G 5	Chuctanunda Gas Light.....	179	78,111	.....	19,102		89,293	639	7,301	159	18.2
G 6	Ithaca Gas Light.....	232	63,329	.....	12,882		66,392	530	9,362	159	14.6
G 7	Fulton Fuel and Light.....	10	32,510	.....	82		32,592	228	3,478	7	15.8
G 8	Homer and Cortland Gas Light.....	63	39,224	.....	.....		39,224	976	7,400	107	13.6
G 9	Canandaigua Gas—Light.....	51	28,719	.....	.....		28,719	304	893	59	.....
G 10	Ogdensburg Gas.....	56	26,537	.....	.....		26,537	526	4,247	68	16.0
GN 1	Niagara Light, Heat and Power.....	91	62,597	.....	.....		64,679	755	29,562	91	16.2

Corp. No.	Name of corporation	Number of		Locality served <sup>2</sup>
		Consumers' meters in service at close of year	Miles of distribution mains at close of year	
G 1	Buffalo Gas.....	19,614	429.42	Buffalo <sup>3</sup>
G 2	Mohawk Gas, Schenectady.....	13,156	103.92	Schenectady, Scotia*, Glenville†, Niskayuna†, Rotterdam†
G 3	Binghamton Gas Works.....	11,399	78.49	Binghamton, Lestershire*
G 4	Nassau and Suffolk Lighting.....	5,029	186.91	Baldwin*, Bellmore*, Freeport*, Garden City*, Hempstead*, Merrick*, Mineola*, Rockville Center*, Roosevelt*, Seaford*, North Merrick†, South Smithville†, Wantaght
G 5	Chuctanunda Gas Light.....	5,652	30.04	Amsterdam
G 6	Ithaca Gas Light.....	2,622	26.57	Ithaca
G 7	Fulton Fuel and Light.....	1,709	26.57	Fulton
G 8	Homer and Cortland Gas Light.....	2,230	25.78	Cortland, Homer*
G 9	Canandaigua Gas—Light.....	2,329	13.50	Canandaigua
G 10	Ogdensburg Gas.....	1,425	11.22	Ogdensburg
GN 1	Niagara Light, Heat and Power.....	.....	42.44	North Tonawanda, Tonawanda, Kenmore*, Amherst†

<sup>1</sup> Manufactured unless otherwise noted.

<sup>2</sup> Names of cities are in **black face type**; names of incorporated villages are indicated by an asterisk (\*); names of towns and unincorporated villages by a dagger (†); in case of latter class, reports do not always indicate whether a company operated in town or village, or both.

<sup>3</sup> Also a small portion of the town of Cheektowaga.

<sup>4</sup> Includes 403 M cu.ft. supplied City of Fulton under franchise requirements.

<sup>5</sup> Includes 11,936 M cu.ft. of natural gas, of which amount 2923 M cu.ft. were purchased.

TABLE 311 b: STREET LIGHTING STATISTICS, COAL GAS AND WATER GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914

Only those corporations are included which report street lighting.

The corporations are named in the order of their average revenues from coal gas and water gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 143.

Corp. No.	Name of corporation	Locality served <sup>1</sup>	Hours burned per year	Number of lamps at close of year <sup>2</sup>	Price per lamp per year	Gas per lamp per hour
G 1	Buffalo Gas.....	Buffalo.....	4,000	9,266	<i>Dollars</i>	<i>Cu.ft.</i>
G 4	Nassau and Suffolk Lighting.....	Freeport Lighting District.....	4,000	494	27.50-30.00	3.3
		Hempstead Lighting District.....	4,000	977	22.00-27.50	3.75
		Mineola Lighting District.....	4,000	136	27.50	3.75
		Rockville Center Lighting District.....	4,000	107	30.00	3.75
G 5	Chuctanunda Gas Light.....	Amsterdam.....	4,000	42	55.00	4.14

<sup>1</sup> Names of cities are in **black face type**.

<sup>2</sup> Mantle lamps unless otherwise noted.

<sup>3</sup> \$0.90 per M cu.ft.

<sup>4</sup> Humphrey are having three mantles.

TABLE 314: ACCIDENTS TO PERSONS, COAL GAS AND WATER GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914

The corporations are named in the order of their average revenues from coal gas and water gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 143.

Corp. No.	Name of corporation	Number of employees				Other persons	
		Latest June payroll	Latest December payroll	Killed	Injured	Killed	Injured
G 1	Buffalo Gas.....	531	437	.....	107	.....	4
G 2	Mohawk Gas, Schenectady.....	149	158	.....	33	.....	1
G 3	Binghamton Gas Works.....	69	59	.....	14	.....	.....
G 4	Nassau and Suffolk Lighting.....	.....	.....	.....	.....	.....	.....
G 5	Chuctanunda Gas Light.....	56	42	.....	.....	.....	.....
G 6	Ithaca Gas Light.....	34	34	.....	3	.....	.....
G 7	Fulton Fuel and Light.....	21	23	.....	.....	.....	.....
G 8	Homer and Cortland Gas Light.....	61	26	.....	.....	.....	.....
G 9	Canandaigua Gas—Light.....	25	25	.....	7	.....	.....
G 10	Ogdensburg Gas.....	16	16	.....	.....	.....	.....
GN 1	Niagara Light, Heat and Power.....	66	31	.....	.....	.....	.....
	Totals.....	1,028	854	.....	164	.....	5

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## NATURAL GAS CORPORATIONS (CLASS A)

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Natural Gas Corporations of Class A are those whose operating revenues for the three years next preceding that covered by the latest annual report to the Commission have averaged over \$25,000. The figures following the name give the order in which the corporation appears in the tables.

Akron Natural Gas Company, The.....	N	13	Keystone Gas Company.....	N	6
Alden-Batavia Natural Gas Company, The.....	N	7	Ontario Gas Company.....	N	12
Crystal City Gas Company.....	N	11	Pavilion Natural Gas Company, The.....	N	8
Elmira Water, Light and Railroad Company <sup>1</sup> .....	EGN	1	Pennsylvania Gas Company.....	N	2
Empire Gas and Fuel Company, Limited, The.....	N	4	Potter Gas Company.....	N	3
Frost Gas Company.....	N	10	Producers Gas Company.....	N	9
Hornell Gas Light Company.....	N	14	South Shore Natural Gas and Fuel Company.....	N	5
Iroquois Natural Gas Company.....	N	1			

<sup>1</sup> Electrical, manufactured gas, and natural gas corporation; included with natural gas corporations in respect to natural gas operations only.



TABLE 301: BALANCE SHEET, NATURAL GAS

The corporations are named in the order of their average revenues from natural gas operations during the year ended December 31, 1914; for their names in

L. No.	Iroquois Natural Gas N 1	Pennsylvania Gas N 2	Potter Gas N 3	Empire Gas & Fuel N 4	South Shore Natural Gas & Fuel N 5	Keystone Gas N 6	Alden-Batavia Natural Gas N 7	Pavilion Natural Gas N 8	Producers Gas N 9	L. No.
	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	348,663	408,665	3,779	25,483	63,985	19,338	3,634	1,300	147	1
2	258,434	158,383	104,154	53,935	33,618	27,184	106,203	37,004	1,871	2
3	114,801	65,261	83	14,121	17,758	1,350	25,024	19,446	14	3
4	2,363	44,620	27,768	13,656	881,794	279,150	100	489,933	75,000	4
5	9,034,986	11,747,550	1,959,838	1,234,290	522,336	682,423	5,782	235,009	314,253	5
6	318,731		1,293,132					500		6
7										7
8										8
9	10,077,977	12,424,479	3,390,754	1,863,820	997,155	327,022	823,166	548,183	391,290	9
10	539,836	160,200	142,671	87,359	136,270	27,931	130,454	76,580	46,408	10
11		480,000	710,000	27,000	155,000				8,000	11
12	120,959									12
13		6,129,336	259,883	684,500		49,689	304,753	106,595	33,000	13
14				16,758				30,000		14
15	8,032,500	4,800,000	2,278,200	1,000,000	100,000	100,000	300,000	100,000	300,000	15
16	1,384,682	854,743		48,204	605,885	149,401	87,958		3,882	16

1 "Property adjustment."

TABLE 302: INCOME AND CORPORATE SURPLUS OR DEFICIT ACCOUNTS,

Figures in *italics* denote losses during year and deficits.

The corporations are named in the order of their average revenues from natural gas operations during the year ended December 31, 1914; for their names in

L. No.	Iroquois Natural Gas N 1	Pennsylvania Gas N 2	Potter Gas N 3	Empire Gas & Fuel N 4	South Shore Natural Gas & Fuel N 5	Keystone Gas N 6	Alden-Batavia Natural Gas N 7	Pavilion Natural Gas N 8	Producers Gas N 9	L. No.
	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	1,948,569	1,393,280	369,372	328,407	230,898	202,524	178,826	175,278	112,883	1
2	703,448	534,743	303,513	308,817	104,112	173,901	106,460	109,331	93,536	2
3	109,612	48,332	6,881	10,466	8,596	5,115	8,019	5,982	3,693	3
4	3,131		40	216	200		480			4
5	816,190	583,075	310,434	319,499	112,908	179,016	114,959	115,312	97,229	5
6	1,132,379	810,205	58,938	8,908	117,990	23,508	63,867	59,966	15,654	6
7				115,686		2,898				7
8				81,359						8
9				34,328		2,898				9
10	1,132,379	810,205	58,938	43,236	117,990	26,407	63,867	59,966	15,654	10
11	1,436	709		860						11
12	6,024	14,094		1,426						12
13		2,902		170	1,405					13
14										14
15	7,460	17,706		2,457	1,405					15
16	1,139,838	827,911	58,938	45,693	119,395	26,407	63,867	59,966	15,654	16
17		31,600	44,000	1,585	9,300				620	17
18	14,903	2,751	3,202	2,437		326	2,110	530	878	18
19	6,000									19
20							9,101			20
21										21
22										22
23	20,903	34,351	47,202	4,022	9,300	326	11,211	530	1,498	23
24	1,118,935	793,560	11,737	41,670	110,095	26,080	52,656	59,436	14,156	24
25	786,536	560,076	1,306,777	28,562	495,790	145,775	35,519	205,573	7,726	25
26	216	74	19	38			29			26
27	5,326	27,808	316			2,546				27
28										28
29	312,300	480,000		20,000		25,000		30,000	18,000	29
30										30
31										31
32	16	582		1,426			25			32
33	205,015	46,193	427	641			221			33
34	1,384,682	854,743	1,293,132	48,204	605,885	149,401	87,958	235,009	3,882	34

1 Includes \$139,288 fixed capital retired during the year, and \$47,346 "Expenses in connection with drilling non-producing wells."

2 Includes \$14,956 "Adjustment of accounts with Pennsylvania Oil Co."; \$5458 "Warehouse profit"; and \$4500 "Sale of timber".

3 Includes \$42,096 fixed capital retired during the year, and \$4097 "Adjustment of value of stock of Pennsylvania Oil Co."

## CORPORATIONS (CLASS A), DECEMBER 31, 1914

alphabetic order and their ranking on the basis of operating revenues see page 155

L. No.	Item	Frost Gas N 10	Crystal City Gas N 11	Ontario Gas N 12	Akron Natural Gas N 13	Hornell Gas Light N 14	Elmira Water, Light & R.R. EGN 1	L. No.
		<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Cash .....	1,340	<sup>2</sup> 859	3,631	695	3,616	92,240	1
2	Other current assets .....	25,454	24,177	9,616	33,684	21,323	277,108	2
3	Materials and supplies .....	6,722	6,228	5,367	6,016	2,130	70,756	3
4	Miscellaneous investments .....	6,004	2,313	500	.....	1,125	555,811	4
5	Fixed capital, gas .....	346,346	351,120	267,716	347,170	211,172	504,374	5
6	Fixed capital, other departments .....	.....	.....	.....	.....	.....	6,935,167	6
7	Miscellaneous temporary debits .....	125	1,459	18,394	2,963	20,437	407,423	7
8	Corporate deficit .....	.....	19,313	.....	.....	33,166	.....	8
9	Total .....	385,991	403,751	305,254	390,528	293,969	8,842,879	9
10	Unfunded debt .....	82,970	67,922	37,044	43,061	23,564	340,511	10
11	Funded debt .....	43,500	55,000	15,000	.....	120,000	4,996,000	11
12	Reserve for replacement and renewals .....	.....	.....	.....	.....	.....	.....	12
13	Accrued amortization of capital .....	58,604	54,292	13,289	126,600	48,434	60,565	13
14	Other reserves and suspense credits .....	125	<sup>3</sup> 1,537	736	.....	25,970	<sup>4</sup> 3,716	14
15	Capital stocks .....	100,650	223,900	200,000	195,400	75,000	3,240,100	15
16	Corporate surplus .....	110,142	.....	39,186	23,467	.....	209,419	16

<sup>2</sup> Overdrawn account.

<sup>3</sup> "A portion of this reserve represents an estimated amount of discount which adjusted in the following year through surplus."

<sup>4</sup> Debit balance results from excess of actual expenses over estimated accruals charged to various maintenance and other accounts.

## NATURAL GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914

alphabetic order and their ranking on the basis of operating revenues see page 155.

L. No.	Item	Frost Gas N 10	Crystal City Gas N 11	Ontario Gas N 12	Akron Natural Gas N 13	Hornell Gas Light N 14	Elmira Water, Light & R.R. EGN 1	L. No.
		<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Gas operating revenues .....	80,449	76,966	49,678	47,691	42,975	139,622	1
2	Gas operating expenses .....	36,311	64,503	28,013	26,281	25,924	104,012	2
3	Taxes .....	3,707	2,140	1,417	1,724	3,975	6,949	3
4	Uncollectible bills .....	2,446	93	60	1,354	110	6	4
5	Total gas revenue deductions .....	42,465	66,737	29,490	29,359	30,009	110,967	5
6	Income from gas operations .....	37,984	10,229	20,188	18,332	12,966	28,655	6
7	Gross revenues from other operations .....	.....	.....	.....	.....	.....	926,807	7
8	Revenue deductions from other operations .....	.....	.....	.....	.....	.....	513,271	8
9	Income from other operations .....	.....	.....	.....	.....	.....	413,536	9
10	Total operating income .....	37,984	10,229	20,188	18,332	12,966	442,191	10
11	Non-operating revenues:							
12	Rents .....	125	144	.....	.....	15	2,281	11
13	Interest and dividends .....	.....	.....	.....	.....	258	22,097	12
14	All other non-operating revenues .....	235	.....	.....	.....	.....	.....	13
15	Non-operating revenue deductions .....	.....	39	.....	.....	.....	2,749	14
16	Total non-operating income .....	360	105	.....	.....	273	21,630	15
17	Gross income .....	38,344	10,334	20,188	18,332	13,240	463,821	16
18	Income deductions:							
19	Interest on funded debt .....	2,340	3,450	944	.....	6,050	248,688	17
20	Other interest deductions .....	2,426	3,675	340	107	1,357	14,882	18
21	Rent of other gas plant .....	.....	.....	.....	.....	.....	.....	19
22	Other rent deductions .....	322	.....	.....	2,400	.....	750	20
23	Other contractual deductions .....	.....	.....	.....	.....	1,090	.....	21
24	Amortization charged to income .....	.....	406	.....	.....	1,259	14,615	22
25	Total deductions from income .....	5,088	7,532	1,284	2,507	9,757	<sup>6</sup> 283,796	23
26	Net corporate income .....	33,255	2,802	18,904	15,826	3,483	180,025	24
27	Surplus or deficit at beginning of period .....	86,299	<sup>21</sup> 773	20,282	9,732	60,875	215,844	25
28	Bad debts collected .....	.....	6	.....	.....	.....	.....	26
29	Other additions to surplus .....	1,875	91	.....	.....	599	13,958	27
30	Dividends declared:							
31	On preferred stocks .....	.....	.....	.....	.....	.....	109,843	28
32	On common stock .....	9,960	.....	.....	.....	4,500	40,000	29
33	Appropriations to reserves .....	.....	.....	.....	.....	<sup>4</sup> 45,728	.....	30
34	Other appropriations .....	.....	.....	.....	.....	.....	.....	31
35	Bad debts written off .....	.....	.....	.....	.....	.....	.....	32
36	Other deductions from surplus .....	1,328	439	.....	90	<sup>5</sup> 47,896	50,563	33
37	Surplus or deficit at close of period .....	110,142	19,313	39,186	25,468	33,166	209,419	34

<sup>4</sup> Appropriation to "Reserve for accrued amortization of capital".

<sup>5</sup> Includes \$30,516 net debit resulting from changes in fixed capital accounts after examination by the Commission's examiners and engineers.

<sup>6</sup> Includes \$1831 "Adjustment entry with the Elmira Transmission Corporation made on December 31st; this is now handled through operating revenue".



TABLE 304: FIXED CAPITAL, NATURAL GAS CORPORATIONS

So far as fixed capital costs have been classified according to the uniform nomenclature used for convenience in the annual reports to the Public Service accounts representing fixed capital installed prior to December 31, 1908, have in most cases not yet been uniformly classified, and where for this or any other reason the amounts shown as "Balance at close of year" will not in all cases equal the sum of the "Net increase during year" added to the balance given in the current report of the corporation concerned as though they had been recorded in the figures for the previous year.

Figures in *italics* denote *decreases* or *credit* balances.

The corporations are named in the order of their average revenues from natural gas operations during the year ended December 31, 1914; for their names in

Line No.	Iroquois Natural Gas N 1		Pennsylvania Gas N 2		Potter Gas N 3		Empire Gas & Fuel N 4		Line No.
	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	
	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	74,354	2,481,544		105,181	780	20,143	2,740	97,567	1
2	1,925	557,896						35,211	2
3	7,621	104,784	32	7,201		989	257	3,556	3
4	2,659	54,523	2,746	12,157	281	2,639	6,640	43,124	4
5	27,913	169,783	22,955	71,428	6,319	71,613	15,039	97,395	5
6	13,233	49,364	4,548	12,871			6,822	41,893	6
7								2,042	7
8	97,856	2,685,929	32,320	240,225	3,107	21,399	7,505	68,453	8
9	37,570	1,455,642	6,294	61,446			179	1,111	9
10			4,380	71,020			520	4,549	10
11	1,002	9,469	411	3,288			449	1,074	11
12	3,182	26,861		150		5,982	7,812	36,180	12
13	1,422	1,374		3,470					13
14			5,241	11,892				220	14
15	224	9,478		1,061					15
16	13,953	221,904	5,214	30,214			38	2,914	16
17	26,528	649,298	34,845	99,460	366	1,441	1,367	14,979	17
18									18
19									19
20									20
21	920	21,977	1,902	7,812		4,637			21
22							50	233	22
23	1,639	31,286							23
24									24
25	152,236	8,531,113	120,856	744,855	10,853	128,843	49,417	450,502	25
26									26
27	37,450	503,873	58,770	11,002,695	2,060	1,830,996	852	783,788	27
28	37,450	503,873	58,770	11,002,695	2,060	1,830,996	852	783,788	28
29	189,686	9,034,986	62,086	11,747,550	8,793	1,959,838	145,951	2,175,626	29

Line No.	Pavilion Natural Gas N 8		Producers Gas N 9		Frost Gas N 10		Crystal City Gas N 11		Ontario Gas N 12		Line No.
	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	
	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	1,404	6,043		15		3,013		10		135	1
2		136			752	5,254			67	867	2
3				28							3
4	1,394	13,949		131	912	912	84	271	741	4,185	4
5	4,892	14,397		5,985					9,983	26,821	5
6	123	8,765	55	3,818					462	4,418	6
7	2,500	7,982			23,024	76,663					7
8	52,657	206,694	1	9,851			186	4,977	293	3,199	8
9	13,312	63,576			44,673	119,374			55	1,134	9
10	1,694	3,477									10
11	44	45		334					42	559	11
12											12
13		3									13
14		89									14
15											15
16	5,725	17,435	49	611	1,988	5,348	267	3,372	94	523	16
17	7,564	26,841	418	1,932	3,267	9,963	346	3,941			17
18		4									18
19										216	19
20		150				1,465					20
21		600		43	7	879		5	244	1,282	21
22											22
23											23
24	3,136	4,532									24
25	94,445	374,716	523	22,748	74,623	222,871	715	12,576	11,980	43,339	25
26										143,956	26
27		115,217	400	291,510	383	123,475		338,544	200	80,422	27
28		115,217	400	291,510	383	123,475		338,544	200	224,378	28
29	94,445	489,933	123	314,258	74,240	346,346	715	351,120	11,780	267,716	29

<sup>1</sup> Includes a credit of \$2614 to fixed capital in Oil department.

<sup>2</sup> Includes \$522,335 fixed capital in Oil department.

## (CLASS A), YEAR ENDED DECEMBER 31, 1914

Commission, the net change during the year and the balance at the close of the year in each primary account are shown in Table 304, as reported. The book expenditures are not so classified the total is shown against the captions "Undistributed book value" and "Other fixed capital not uniformly classified".

abstracts for 1913. This is due to corrections, adjustments, and transfers which are not considered part of the year's transactions, but which have been shown in alphabetic order and their ranking on the basis of operating revenues see page 155.

Line No.	Name of account	South Shore Natural Gas & Fuel N 5		Keystone Gas N 6		Alden-Batavia Natural Gas N 7		Line No.
		Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	
	Uniformly classified:	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Land devoted to natural gas operations		2,385			340	3,028	1
2	Intangible natural gas capital		25,796					2
	<i>Tangible natural gas capital:</i>							
3	General structures							3
4	General equipment	1,248	2,742			603	5,704	4
5	Pipe in wells					5,358	39,835	5
6	Other well equipment	19,034	103,969			274	2,776	6
7	Initial development							7
8	Pipe line material					2,256	49,495	8
9	Line construction	34,708	274,560			612	18,778	9
10	Station buildings and fixtures					309	2,743	10
11	Gas receivers and regulators		5,255			12	625	11
12	Compressing station equipment							12
13	Measuring station equipment							13
14	Portable engines, pumps, and boilers		10,857				5,752	14
15	Telegraph and telephone lines							15
16	Natural gas services	1,451	10,372	2,243	23,872	1,370	6,848	16
17	Natural gas meters	4,263	30,182	1,606	6,832	1,249	11,501	17
18	Natural gas meter installation					11	11	18
19	Municipal street lighting fixtures, natural gas							19
20	Gas engines and appliances							20
21	Gas tools and implements					1,100	2,858	21
22	Gas laboratory equipment							22
23	Other tangible natural gas capital					527	830	23
24	Engineering and miscellaneous expenditures							24
25	Totals uniformly classified	60,704	466,118	3,849	30,704	14,022	150,783	25
	Not uniformly classified:							
26	Undistributed book value				203,581	1,536	503,061	26
27	Other fixed capital not uniformly classified		415,676		44,865		28,579	27
28	Totals not uniformly classified		415,676		248,445	1,536	531,641	28
29	Grand total fixed capital	60,704	881,794	3,849	279,150	12,486	682,423	29

Line No.	Name of account	Akron Natural Gas N 13		Hornell Gas Light N 14		Elmira Water, Light & R.R. EGN 1		Line No.
		Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	
	Uniformly classified:	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Land devoted to natural gas operations	6	1,913	500	1,100		3	1
2	Intangible natural gas capital							2
	<i>Tangible natural gas capital:</i>							
3	General structures		96		1,254		78	3
4	General equipment	288	1,895	409	1,536		544	4
5	Pipe in wells	66	16,003					5
6	Other well equipment	114	2,351					6
7	Initial development							7
8	Pipe line material	210	13,893					8
9	Line construction	63	3,616	250	2,340	5,542	28,683	9
10	Station buildings and fixtures	36	2,244	186	186		111	10
11	Gas receivers and regulators						12	11
12	Compressing station equipment		4,291					12
13	Measuring station equipment							13
14	Portable engines, pumps, and boilers		1,701					14
15	Telegraph and telephone lines							15
16	Natural gas services	120	852			3,634	15,992	16
17	Natural gas meters	115	2,174	2,333	5,946	3,095	16,264	17
18	Natural gas meter installation					928	4,717	18
19	Municipal street lighting fixtures, natural gas							19
20	Gas engines and appliances			2,829				20
21	Gas tools and implements		265	114	149	104	169	21
22	Gas laboratory equipment							22
23	Other tangible natural gas capital	28	263	102				23
24	Engineering and miscellaneous expenditures			822		704	1,468	24
25	Totals uniformly classified	470	51,557	189	12,510	14,007	68,041	25
	Not uniformly classified:							
26	Undistributed book value		282,639				100,000	26
27	Other fixed capital not uniformly classified		12,974	58,216	198,661	1,179	336,333	27
28	Totals not uniformly classified		295,613	58,216	198,661	1,179	436,333	28
29	Grand total fixed capital	470	347,170	58,405	211,172	12,828	504,374	29



TABLE 305 a: FUNDED DEBT, NATURAL GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914

The figures given are for the actually outstanding debt (*i. e.* securities not held by or for the issuing corporation) of the corporation as a whole. Only those corporations are included which report funded debt outstanding at some time during the year.  
 The amount shown under "Par value authorized" is the amount already legally issued and outstanding in addition to the amount which the respondent claims may be issued without further approval by state or other public authority.  
 The corporations are named in the order of their average revenues from natural gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 155.

Corp. No.	Name of corporation and designation of securities	Date of maturity	Interest provisions		Par value		Interest		
			Rate	Dates payable	Authorized	Actually outstanding at close of year	Accrued during year	Paid during year	Matured and unpaid at close of year
N 2	Pennsylvania Gas: <sup>1</sup> Instalment debenture 20-year bonds.....	1925	% 6	J, A, J, O	Dollars 3,200,000	Dollars 480,000	Dollars 31,600	Dollars 33,600	Dollars .....
N 3	Potter Gas: <sup>1</sup> First refunding mortgage 10-year bonds.....	1915-1919	6	May & Nov	1,200,000	710,000	44,000	45,000	.....
N 4	Empire Gas and Fuel, Limited: Promissory notes.....	2.....	5	Apr & Oct	27,000	27,000	1,425	1,500	.....
N 5	South Shore Natural Gas and Fuel: Promissory notes.....	.....	6	Jun & Dec	.....	.....	160	180	.....
N 9	Producers Gas: Ten-year mortgage bonds.....	1915	6	Jun & Dec	155,000	155,000	9,300	.....	57,557
N 10	Real estate mortgage 15-year bonds.....	1915	6	Jan & Jul	8,000	8,000	620	840	.....
N 11	Frost Gas: <sup>3</sup> First mortgage gold coupon 10-year bonds.....	1920	6	Mar & Sep	50,000	33,500	2,340	2,340	.....
N 12	Crystal City Gas: First mortgage 13-year bonds.....	1917	6	Apr & Oct	30,000	30,000	1,950	2,100	.....
N 14	Ontario Gas: Second mortgage bonds.....	1918, '19, '20	6	Apr & Oct	25,000	25,000	1,500	1,500	.....
N 14	Hornell Gas Light: Mortgage notes.....	4.....	6	Mar & Sep	15,000	15,000	944	1,005	.....
	First mortgage 23-year bonds.....	1924	5	Jan & Jul	12,000	11,000	300	300	.....
	Refunding mortgage 40-year bonds.....	1949	5	Jan & Jul	123,000	109,000	5,750	5,750	.....
	Totals.....					1,603,500	99,889	94,115	57,557

<sup>1</sup> Pennsylvania corporation; securities not authorized by any public authority of the State of New York.

<sup>2</sup> One note for \$6000 due April 1st each year until all are paid.

<sup>3</sup> Delaware corporation; securities not authorized by any public authority of the State of New York.

<sup>4</sup> \$3500 par value mature annually until March 15, 1915, when the remaining \$15,000 par value will become due.

TABLE 305 b: FUNDED DEBT ISSUED OR ASSUMED, NATURAL GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914

Only those corporations are included which report funded debt actually issued during the year.  
 The date of authorization is the reported date of the final authorization necessary to the legal validity of the issue. The amount shown under "Par value authorized" is the amount of the particular authorization or authorizations under which the issue during the year has been made.

Corp. No.	Name of corporation and designation of securities	Interest rate	Dates		By whom authorized	Par value				Average price realized per cent of par
			Authori- zation	Maturity		Author- ized	Issued or assumed during year	Issued for cash	Issued for other consid- eration	
N 14	Hornell Gas Light: Refunding mortgage 40-year bonds.....	% 5	Aug 28, 1913	1949	P. S. C. 2nd Dist....	Dollars 6,000	Dollars 6,000	Dollars 6,000	Dollars .....	100

TABLE 306 a: CAPITAL STOCKS, NATURAL GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914

The figures given are for the actually outstanding stocks (*i. e.* stocks not held by or for the issuing corporation) of the corporation as a whole.  
 The amount shown under "Par value authorized" is the amount already legally issued and outstanding in addition to the amount which the respondent claims may be issued without further approval by state or other public authority.  
 Stock not otherwise specifically described is common.

The corporations are named in the order of their average revenues from natural gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 155.

Corp. No.	Name of corporation and class of stock	Par value			Dividends declared during year	
		Authorized	Actually issued	Actually outstanding at close of year	Rate	Amount
N 1	Iroquois Natural Gas.....	Dollars 8,032,500	Dollars 8,032,500	Dollars 8,032,500	% 4	Dollars 321,300
N 2	Pennsylvania Gas <sup>1</sup> .....	4,800,000	4,800,000	4,800,000	10	480,000
N 3	Potter Gas <sup>1</sup> .....	2,200,000	2,044,450	1,994,450	.....	.....
N 4	Empire Gas and Fuel, Limited.....	300,000	283,750	283,750	.....	.....
N 5	South Shore Natural Gas and Fuel.....	1,000,000	1,000,000	1,000,000	2	20,000
N 6	Keystone Gas.....	100,000	100,000	100,000	.....	.....
N 7	Alden-Batavia Natural Gas.....	100,000	100,000	100,000	25	25,000
N 8	Pavilion Natural Gas.....	300,000	300,000	300,000	.....	.....
N 9	Producers Gas.....	100,000	100,000	100,000	30	30,000
N 10	Frost Gas <sup>2</sup> .....	300,000	300,000	300,000	6	18,000
N 11	Premiums on capital stock.....	99,900	99,900	99,600	10	9,960
N 11	Crystal City Gas.....	150,000	150,000	150,000	.....	.....
N 12	Preferred.....	75,000	75,000	75,000	.....	.....
N 13	Ontario Gas.....	200,000	200,000	200,000	.....	.....
N 14	Akron Natural Gas.....	195,400	195,400	195,400	.....	.....
N 14	Hornell Gas Light.....	78,100	75,000	75,000	6	4,500
	Totals.....		17,856,000	17,806,750	.....	908,760

<sup>1</sup> Pennsylvania corporation; securities not authorized by any public authority of the State of New York.

<sup>2</sup> Delaware corporation; securities not authorized by any public authority of the State of New York.

TABLE 306 b: CAPITAL STOCKS ISSUED, NATURAL GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914

? corporation in this group reports any capital stocks issued during the year.

TABLE 309: OPERATING REVENUES, NATURAL GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914

"Net revenue" is the net amount charged to the consumer, i. e., gross price less any discounts or allowances.  
 The corporations are named in the order of their average revenues from natural gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 155.

Line No.	Name of account	Iroquois Natural Gas N 1				Pennsylvania Gas N 2				Potter Gas N 3				Empire Gas & Fuel N 4				South Shore Natural Gas & Fuel N 5			
		Quantity sold	Av. net rev. per M cu.ft.	Net revenue		Quantity sold	Av. net rev. per M cu.ft.	Net revenue		Quantity sold	Av. net rev. per M cu.ft.	Net revenue		Quantity sold	Av. net rev. per M cu.ft.	Net revenue		Quantity sold	Av. net rev. per M cu.ft.	Net revenue	
1	Municipal street lighting, natural gas.....	M cu.ft.	Cents	Dollars		M cu.ft.	Cents	Dollars		M cu.ft.	Cents	Dollars		M cu.ft.	Cents	Dollars		M cu.ft.	Cents	Dollars	
2	Prepaid natural gas.....	3,677,227	31.38	1,154,088		4,602,662	29.75	1,369,658		626,547	29.60	185,484		10,200	20.32	2,073		790,559	28.51	225,439	
3	Ordinary sales natural gas.....	715,757	21.32	152,606		88,341	16.39	14,482		603,273	23.66	142,737		45,064	31.68	1,277		39,248	7.50	2,944	
4	Other gas corporations.....									116,927	24.29	28,405		1,031,301	29.94	308,793					
5	Miscellaneous sales natural gas.....													16,844	16.19	2,727					
6	Total from sales of gas.....	4,392,984	29.75	1,306,694		4,691,006	29.51	1,384,150		1,346,747	26.48	356,646		1,103,409	29.71	327,870		829,807	27.67	229,639	
7	Commissions on others' gas.....																				
8	Rent of gas appliances.....			634,255												537					
9	Gas merchandise and jobbing revenues.....			7,542																	
10	Other miscellaneous natural gas revenues.....			78				9,130				12,727								1,259	
11	Total natural gas revenues.....			1,948,569				1,393,280				369,372				328,407				230,898	

Line No.	Name of account	Keystone Gas N 6				Alden-Batavia Natural Gas N 7				Pavilion Natural Gas N 8				Producers Gas N 9				Frost Gas N 10			
		Quantity sold	Av. net rev. per M cu.ft.	Net revenue		Quantity sold	Av. net rev. per M cu.ft.	Net revenue		Quantity sold	Av. net rev. per M cu.ft.	Net revenue		Quantity sold	Av. net rev. per M cu.ft.	Net revenue		Quantity sold	Av. net rev. per M cu.ft.	Net revenue	
1	Municipal street lighting, natural gas.....	M cu.ft.	Cents	Dollars		M cu.ft.	Cents	Dollars		M cu.ft.	Cents	Dollars		M cu.ft.	Cents	Dollars		M cu.ft.	Cents	Dollars	
2	Prepaid natural gas.....	616,792	30.00	185,038		527,441	31.99	168,711		521,665	32.58	169,980		2,813	30.69	863		100	30.00	30	
3	Ordinary sales natural gas.....			27,74		34,661	27.74	9,612		35,317	15.00	5,297		337,888	30.55	103,212		221,649	27.76	61,519	
4	Other gas corporations.....			17,398		1,437	35.00	503						17,906	25.43	4,559		46,369	20.00	9,274	
5	Miscellaneous sales natural gas.....																	48,133	20.00	9,637	
6	Total from sales of gas.....	696,506	29.08	202,524		563,539	31.73	178,826		556,982	31.47	175,278		358,607	30.29	108,634		316,251	25.44	80,449	
7	Commissions on others' gas.....																				
8	Rent of gas appliances.....																				
9	Gas merchandise and jobbing revenues.....																				
10	Other miscellaneous natural gas revenues.....															4,249					
11	Total natural gas revenues.....			202,524				178,826				175,278				112,883				80,449	

Line No.	Name of account	Crystal City Gas N 11				Ontario Gas N 12				Akron Natural Gas N 13				Hornell Gas Light N 14				Elmira Water, Light & R.R. EGN 1			
		Quantity sold	Av. net rev. per M cu.ft.	Net revenue		Quantity sold	Av. net rev. per M cu.ft.	Net revenue		Quantity sold	Av. net rev. per M cu.ft.	Net revenue		Quantity sold	Av. net rev. per M cu.ft.	Net revenue		Quantity sold	Av. net rev. per M cu.ft.	Net revenue	
1	Municipal street lighting, natural gas.....	M cu.ft.	Cents	Dollars		M cu.ft.	Cents	Dollars		M cu.ft.	Cents	Dollars		M cu.ft.	Cents	Dollars		M cu.ft.	Cents	Dollars	
2	Prepaid natural gas.....	188,889	40.69	76,863		149,530	32.16	48,092		109,920	31.21	34,305						988	36.00	356	
3	Ordinary sales natural gas.....									87,043	15.00	13,057						325,039	40.45	131,478	
4	Other gas corporations.....					1,154	20.00	231		660	35.00	231									
5	Miscellaneous sales natural gas.....																				
6	Total from sales of gas.....	188,889	40.69	76,863		154,300	32.20	49,678		198,168	24.07	47,691						826,027	40.44	131,833	
7	Commissions on others' gas.....																				
8	Rent of gas appliances.....																				
9	Gas merchandise and jobbing revenues.....			103																	
10	Other miscellaneous natural gas revenues.....																				
11	Total natural gas revenues.....			76,966				49,678				47,691								139,622	

<sup>1</sup> Estimated.  
<sup>2</sup> Gas supplied for municipal street lighting is not reported, and is excluded from total sales of gas.  
<sup>3</sup> This company distributes gas furnished by the Empire Gas and Fuel Company, Ltd., for which it pays the latter company 61 per cent of the receipts from the sale thereof; in addition, 8 per cent is paid to the parties who secured the natural gas franchise in the city of Hornell. During the year, 418,860 M cu.ft. were thus distributed, the respondent receiving \$42,314 therefor.  
<sup>4</sup> Includes 252 M cu.ft. of gas used at respondent's offices and works.



TABLE 310: OPERATING EXPENSES, NATURAL GAS CORPORATIONS

Except where otherwise noted, the averages on lines 1 to 8 are based on the number of thousand cubic feet gas produced; those on line 9 are based on the The corporations are named in the order of their average revenues from natural gas operations during the year ended December 31, 1914; for their names in

Line No.	Iroquois Natural Gas N 1		Pennsylvania Gas N 2		Potter Gas N 3		Empire Gas & Fuel N 4		South Shore Natural Gas & Fuel N 5		Keystone Gas N 6		Line No.
	Amount	Per M cu.ft.	Amount	Per M cu.ft.	Amount	Per M cu.ft.	Amount	Per M cu.ft.	Amount	Per M cu.ft.	Amount	Per M cu.ft. <sup>4</sup>	
	Dollars	Cents	Dollars	Cents	Dollars	Cents	Dollars	Cents	Dollars	Cents	Dollars	Cents	
1			6,881	.251	10,218	.892	2,797						1
2	36,056	1.284	27,737	1.012	16,088	1.404	15,595		4,420	.533			2
3	3,491	.124	1,658	.060	18	.002			32,570	3.925			3
4	28,742	1.024			20,287	1.770	11,369						4
5	1,331	.047	804	.029	722	.063	214						5
6					1,976	.172	56		510	.061			6
7	27,610	.983	23,765	.867	7,140	.623	1,821		4,602	.555			7
8			90,188	3.290	35,129	3.065	34,491		25,244	3.042			8
9	228,785	2.855	223,590	9.876	36,521	11.027	80,139				143,268	20.570	9
10	326,015	3.013	374,622	7.986	128,099	9.512	146,531	13.208	67,345	8.116	143,268	20.570	10
11													11
12	15,813	.146	2,314	.049									12
13			42,392	.904	8,762	.651	12,824	1.156					13
14			1,386	.030	1,118	.083							14
15	2,175	.020	684	.015									15
16	966	.009	81	.002			129	.012					16
17			31	.001									17
18					4,230	.314	11	.001					18
19			16,666	.355	2,262	.168	5,747	.518					19
20					17	.001							20
21	17,677	.163	8,405	.179	1,447	.107	1,150	.104					21
22	28		52	.001	570	.042	1,601	.144					22
23	36,660	.339	72,010	1.535	18,406	1.367	21,461	1.934					23
24					6,047	.449			2,603	.314			24
25	39,581	.366	7,520	.160					789	.095			25
26	127	.001											26
27	5,067	.047	2,291	.049	101	.007	103	.009	456	.055			27
28			560	.012	3,698	.275	135	.012	2,780	.335			28
29	27,376	.253	12,398	.264	5,817	.432	4,697	.423	2,275	.274	8,914	1.280	29
30	12,135	.112	5,022	.107	58	.004	107	.010	2,930	.353			30
31					255	.019	275	.025					31
32			1										32
33	14,975	.138	8,843	.189	2,731	.203	1,279	.115	710	.086			33
34	15,395	.142	1,862	.040			48	.004	147	.018			34
35	5,914	.055	4,554	.097	2,211	.164	1,921	.173					35
36	120,571	1.114	43,050	.918	20,918	1.553	266,826	6.023	12,690	1.529	8,914	1.280	36
37													37
38	137,998	1.274	38,369	.818			4,165	.375	8,521	1.027			38
39	2,462	.023											39
40	3,024	.028											40
41													41
42	143,394	1.325	38,369	.818			4,165	.375	8,521	1.027			42
43	69,070	.638	33,686	.718	17,004	1.263	12,629	1.138	9,624	1.160	9,626	1.382	43
44	2,277	.021	794	.017	260	.019	2,776	.250	3,195	.385	17	.002	44
45	2,810	.026	624	.013			70	.006					45
46							1,325	.119	275	.033			46
47					118,003	8.762	50,000	4.507			12,077	1.734	47
48	3,322	.031	1,729	.037			31	.003					48
49													49
50	2,673	.025			478	.035	198	.018	2,263	.273			50
51													51
52					345	.026	4,129	.372	198	.024			52
53	3,343	.031											53
54			30,140	.643			1,335	.119					54
55													55
56													56
57													57
58	76,808	.710	6,692	.143	136,090	10.105	69,833	6.294	15,555	1.875	21,719	3.118	58
59	703,448	6.501	534,743	11.399	303,513	22.537	308,817	27.836	104,112	12.547	173,901	24.968	59
60	2,808,177		2,741,360		1,146,123				829,807				60
61	8,013,109		2,264,087		331,208		1,109,433				696,506		61
62	10,821,286		4,691,006		1,346,747		1,109,433		829,807		696,506		62

<sup>1</sup> Includes 6,428,302 M cu.ft. received from United Natural Gas Company for distribution on a commission basis.

<sup>2</sup> Includes \$49,697 agents' commissions, and \$8533 "paid to the original owners of the franchises for Hornell and Canisteo".

<sup>3</sup> Estimated; includes 6025 M cu.ft. received from the Producers Gas Company for distribution on a commission basis.

<sup>4</sup> Per M cu.ft. distributed.

## (CLASS A), YEAR ENDED DECEMBER 31, 1914

number of thousand cubic feet gas purchased; and those on the remaining lines on the number of thousand cubic feet gas sold. Figures in *italics* denote credits, alphabetic order and their ranking on the basis of operating revenues see page 155.

Line No.	Name of account	Alden-Batavia Natural Gas N 7		Pavilion Natural Gas N 8		Producers Gas N 9		Frost Gas N 10		Line No.
		Amount	Per M cu.ft.	Amount	Per M cu.ft.	Amount	Per M cu.ft.	Amount	Per M cu.ft.	
		<i>Dollars</i>	<i>Cents</i>	<i>Dollars</i>	<i>Cents</i>	<i>Dollars</i>	<i>Cents</i>	<i>Dollars</i>	<i>Cents</i>	
1	Field superintendence.....	2,911	.646			802	.639	1,723	.545	1
2	Operating wells and field lines.....	3,437	.763	1,984	.501	4,227	3.367			2
3	Leaschold expenses.....	126	.028	7,612	1.922					3
4	Gas royalties.....	4,916	1.098			5,498	4.379	3,839	1.214	4
5	Production tools and supplies.....	2,255	.501	480	.121					5
6	Miscellaneous field expenses.....			1,639	.414					6
7	Repairs wells and field lines.....	11,578	2.570	297	.075	559	.445	2,619	.828	7
8	Drilling new wells.....	21,942	4.871	10,261	2.590					8
9	Natural gas purchased.....	15,865	14.029	16,085	10.000	54,984	23.590			9
10	Total production expenses.....	63,062	11.190	38,357	6.887	66,070	18.424	10,725	3.391	10
11	Transmission superintendence.....	377	.067							11
12	Operating transmission lines.....	405	.072							12
13	Operating compressing stations.....					525	.146			13
14	Operating measuring stations.....			271	.049			700	.221	14
15	Transmission telegraph and telephone.....									15
16	Transmission tools and supplies.....			10	.002					16
17	Transmission damages.....									17
18	Miscellaneous transmission expenses.....	25	.004	1,582	.284					18
19	Repairs compressing stations.....					39	.011			19
20	Repairs measuring stations.....			244	.044					20
21	Repairs transmission lines.....			525	.096	42	.012			21
22	Changing transmission construction.....			100	.018					22
23	Total transmission expenses.....	806	.143	2,742	.492	606	.169	700	.221	23
24	Distribution superintendence.....	320	.057	4,011	.720					24
25	Operating distribution lines.....	843	.150							25
26	Testing for electrolysis.....							1,871	.592	26
27	Distribution tools and supplies.....	222	.039	18	.003	108	.030			27
28	Miscellaneous distribution expenses.....	1,110	.197	469	.084	2,001	.558			28
29	Connecting, disconnecting, and reading meters.....	2,648	.470	1,350	.242	2,254	.629			29
30	Repairs distribution lines.....	326	.058	116	.021	1,583	.441			30
31	Main to curb expenses.....			370	.066	77	.021	498	.157	31
32	Curb to meter expenses.....			292	.052					32
33	Repairs meters.....	274	.049	35	.006	552	.154	632	.200	33
34	Shop expenses.....			1,970	.354	60	.017			34
35	Changing distribution expenses.....	1,209	.215	247	.044					35
36	Total distribution expenses.....	6,951	1.233	8,876	1.594	6,635	1.850	3,000	.949	36
37	Total municipal street lighting expenses.....									37
38	Commercial administration, natural gas.....	6,045	1.073	3,163	.568					38
39	Promotion office expenses, natural gas.....									39
40	Advertising, natural gas.....	25	.004	10	.002					40
41	Canvassing and soliciting, natural gas.....									41
42	Total commercial expenses.....	6,070	1.077	3,172	.569					42
43	General administration.....	17,132	3.040	14,824	2.661	4,806	1.340	10,011	3.165	43
44	Insurance.....	1,862	.330	1,819	.327	234	.065	88	.028	44
45	Relief department and pensions.....			179	.032					45
46	Natural gas franchise requirements.....			576	.103					46
47	General amortization, natural gas.....	5,000	.887	31,459	5.648	15,000	4.183	9,533	3.014	47
48	Accidents and damages.....	2,489	.442							48
49	Law expenses connected with damages.....	200	.035							49
50	General stationery and printing.....	350	.062	749	.134	184	.051	350	.111	50
51	Store expenses.....									51
52	Stable expenses.....	2,215	.393	6,578	1.181					52
53	Inventory adjustments, balance.....	322	.057							53
54	Discounts on materials and supplies, Cr.....							1,903	.602	54
55	Duplicate natural gas charges, Cr.....									55
56	Natural gas expenses transferred, Cr.....									56
57	Joint operating expenses, Cr.....									57
58	Total general and miscellaneous expenses.....	29,570	5.247	56,183	10.087	20,225	5.640	21,886	6.920	58
59	Total natural gas operating expenses.....	106,460	18.891	109,331	19.629	93,536	26.083	36,311	11.482	59
60	Natural gas, in units of one thousand cubic feet:									
61	Produced.....	450,440		396,132		125,523		316,251		60
62	Purchased.....	113,099		160,850		233,083				61
62	Sold.....	563,539		556,982		358,607		316,251		62



TABLE 310: OPERATING EXPENSES, NATURAL GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914  
(concluded)

Except where otherwise noted, the averages on lines 1 to 8 are based on the number of thousand cubic feet gas produced; those on line 9 are based on the number of thousand cubic feet gas purchased; and those on the remaining lines on the number of thousand cubic feet gas sold. Figures in *italics* denote credits. The corporations are named in the order of their average revenues from natural gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 155.

Line No.	Name of account	Crystal City Gas N 11		Ontario Gas N 12		Akron Natural Gas N 13		Hornell Gas Light N 14		Elmira Water, Light & R.R. EGN 1		Line No.
		Amount	Per M cu.ft.	Amount	Per M cu.ft.	Amount	Per M cu.ft.	Amount	Per M cu.ft.	Amount	Per M cu.ft.	
		Dollars	Cents	Dollars	Cents	Dollars	Cents	Dollars	Cents	Dollars	Cents	
1	Field superintendence.....	.....	.....	600	.389	.....	.....	.....	.....	.....	.....	1
2	Operating wells and field lines.....	.....	.....	2,461	1.595	.....	.....	.....	.....	.....	.....	2
3	Leaschold expenses.....	.....	.....	3,518	2.280	.....	.....	.....	.....	.....	.....	3
4	Gas royalties.....	.....	.....	1,318	.854	6,251	3.154	.....	.....	.....	.....	4
5	Production tools and supplies.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
6	Miscellaneous field expenses.....	.....	.....	16	.010	.....	.....	.....	.....	.....	.....	6
7	Repairs wells and field lines.....	.....	.....	2,631	1.705	3,636	1.835	.....	.....	.....	.....	7
8	Drilling new wells.....	.....	.....	9,000	5.833	1,625	.820	.....	.....	.....	.....	8
9	Natural gas purchased.....	50,370	26.566	.....	.....	.....	.....	.....	.....	82,471	25.315	9
10	Total production expenses.....	50,370	26.666	19,545	12.667	11,512	5.809	.....	.....	82,471	25.315	10
11	Transmission superintendence.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
12	Operating transmission lines.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
13	Operating compressing stations.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
14	Operating measuring stations.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
15	Transmission telegraph and telephone.....	263	.139	.....	.....	991	.500	.....	.....	.....	.....	15
16	Transmission tools and supplies.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
17	Transmission damages.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17
18	Miscellaneous transmission expenses.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18
19	Repairs compressing stations.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19
20	Repairs measuring stations.....	14	.007	.....	.....	49	.025	.....	.....	.....	.....	20
21	Repairs transmission lines.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
22	Changing transmission construction.....	3	.002	.....	.....	.....	.....	.....	.....	.....	.....	22
23	Total transmission expenses.....	279	.148	.....	.....	1,040	.525	.....	.....	.....	.....	23
24	Distribution superintendence.....	.....	.....	600	.389	.....	.....	2,452	.585	926	.284	24
25	Operating distribution lines.....	.....	.....	503	.326	.....	.....	.....	.....	.....	.....	25
26	Testing for electrolysis.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	26
27	Distribution tools and supplies.....	300	.159	.....	.....	2,090	1.055	14	.....	200	.061	27
28	Miscellaneous distribution expenses.....	.....	.....	235	.152	.....	.....	210	.047	162	.050	28
29	Connecting, disconnecting, and reading meters.....	.....	.....	954	.618	.....	.....	1,942	.464	2,645	.812	29
30	Repairs distribution lines.....	.....	.....	89	.058	.....	.....	1,711	.408	241	.074	30
31	Main to curb expenses.....	236	.125	114	.074	212	.107	.....	.....	108	.033	31
32	Curb to meter expenses.....	.....	.....	125	.081	.....	.....	.....	.....	20	.006	32
33	Repairs meters.....	431	.228	200	.130	.....	.....	824	.197	307	.094	33
34	Shop expenses.....	275	.146	237	.154	.....	.....	.....	.....	689	.211	34
35	Changing distribution expenses.....	1,403	.743	61	.040	201	.101	354	.085	.....	.....	35
36	Total distribution expenses.....	2,646	1.401	3,118	2.021	2,502	1.263	7,506	1.792	5,298	1.626	36
37	Total municipal street lighting expenses.....	.....	.....	192	.124	.....	.....	.....	.....	.....	.....	37
38	Commercial administration, natural gas.....	.....	.....	.....	.....	.....	.....	4,447	1.062	3,143	.965	38
39	Promotion office expenses, natural gas.....	65	.034	.....	.....	529	.267	.....	.....	500	.153	39
40	Advertising, natural gas.....	.....	.....	.....	.....	.....	.....	.....	.....	110	.034	40
41	Canvassing and soliciting, natural gas.....	.....	.....	.....	.....	.....	.....	.....	.....	1,136	.349	41
42	Total commercial expenses.....	65	.034	.....	.....	529	.267	4,447	1.062	4,888	1.500	42
43	General administration.....	3,708	1.963	4,415	2.861	4,825	2.435	8,078	1.929	5,456	1.675	43
44	Insurance.....	161	.085	239	.155	617	.311	205	.049	449	.138	44
45	Relief department and pensions.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	45
46	Natural gas franchise requirements.....	105	.056	.....	.....	.....	.....	.....	.....	.....	.....	46
47	General amortization, natural gas.....	5,039	2.668	23	.015	4,500	2.271	3,595	.858	3,523	1.081	47
48	Accidents and damages.....	.....	.....	.....	.....	25	.013	133	.032	1,290	.368	48
49	Law expenses connected with damages.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	49
50	General stationery and printing.....	1,615	.855	159	.103	49	.025	.....	.....	63	.019	50
51	Store expenses.....	.....	.....	.....	.....	.....	.....	.....	.....	718	.220	51
52	Stable expenses.....	619	.328	322	.209	654	.330	367	.088	.....	.....	52
53	Inventory adjustments, balance.....	.....	.....	.....	.....	.....	.....	1,593	.380	52	.016	53
54	Discounts on materials and supplies, Cr.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	54
55	Duplicate natural gas charges, Cr.....	105	.056	.....	.....	27	.014	.....	.....	.....	.....	55
56	Natural gas expenses transferred, Cr.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	56
57	Joint operating expenses, Cr.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	57
58	Total general and miscellaneous expenses.....	11,143	5.899	5,158	3.343	10,698	5.398	13,971	3.335	11,356	3.486	58
59	Total natural gas operating expenses.....	64,503	34.149	28,013	18.155	26,281	13.262	25,924	6.189	104,012	31.927	59
60	Natural gas, in units of one thousand cubic feet:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	60
61	Produced.....	.....	.....	154,300	.....	198,168	.....	418,860	.....	326,027	.....	61
62	Purchased.....	189,609	.....	.....	.....	.....	.....	.....	.....	.....	.....	62
62	Sold.....	188,889	.....	154,300	.....	198,168	.....	418,860	.....	325,775	.....	62

<sup>s</sup> Quantity received from Empire Gas and Fuel Company, Ltd., for distribution on a commission basis.

TABLE 311 a: OPERATING STATISTICS, NATURAL GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914

The corporations are named in the order of their average revenues from natural gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 155.

Corp. No.	Name of corporation	Gas produced or purchased during year			Gas disposed of during year		Number of		
		Produced	Purchased	Total available for distribution	Sold	Used by respondent	Flat rate consumers at close of year	Consumers' meters in service at close of year	Miles of distribution mains at close of year
		<i>M cu.ft.</i>	<i>M cu.ft.</i>	<i>M cu.ft.</i>	<i>M cu.ft.</i>	<i>M cu.ft.</i>			
N 1	Iroquois Natural Gas.....	2,808,177	1,584,807	<sup>2</sup> 10,821,286	<sup>2</sup> 10,821,286	.....	4	79,940	658.64
N 2	Pennsylvania Gas.....	2,741,360	2,264,087	5,005,447	4,691,006	301,399	36,133	36,767	319.15
N 3	Potter Gas.....	1,146,123	331,208	1,477,331	1,346,747	130,584	.....	5,349	<sup>3</sup> 99.00
N 4	Empire Gas and Fuel, Limited.....	.....	<sup>4</sup> 1,109,433	1,109,433	<sup>4</sup> 1,109,433	.....	19	9,112	105.33
N 5	South Shore Natural Gas and Fuel..	829,807	.....	829,807	829,807	.....	.....	6,555	137.54
N 6	Keystone Gas.....	.....	696,506	696,506	696,506	.....	.....	4,400	36.00
N 7	Alden-Batavia Natural Gas.....	450,440	113,039	563,539	563,539	.....	8	4,420	46.06
N 8	Pavilion Natural Gas.....	396,132	160,850	556,982	556,982	.....	.....	4,451	106.50
N 9	Producers Gas.....	125,523	233,083	358,607	358,607	.....	.....	2,744	<sup>5</sup> 43.00
N 10	Frost Gas.....	316,251	.....	316,251	316,251	.....	.....	2,116	96.25
N 11	Crystal City Gas.....	.....	189,609	189,609	188,889	720	.....	3,008	28.75
N 12	Ontario Gas.....	154,300	.....	154,300	154,300	.....	2	1,288	55.16
N 13	Akron Natural Gas.....	198,168	.....	198,168	198,168	.....	5	777	14.81
N 14	Hornell Gas Light.....	.....	<sup>6</sup> 418,860	418,860	418,860	.....	5	3,951	<sup>6</sup> 28.00
EGN 1	Elmira Water, Light and Railroad...	.....	326,027	326,027	325,775	252	.....	6,238	63.80

Corp. No.	Name of corporation	Locality served <sup>1</sup>
N 1	Iroquois Natural Gas.....	Buffalo, Lackawanna, Salamanca, Angola*, Blasdel*, Cattaraugus*, Depew*, East Aurora*, Hamburg*, Lancaster*, Little Valley*, Springville*, Armort, Bowansville†, Brant†, Collins Center†, Ebenezert, Elmat, Gardenvillet, New Albion†, Otto†, Zoar†, and sundry small towns
N 2	Pennsylvania Gas.....	Jamestown, Falconer*, Ellicott†, and various localities in Pennsylvania.
N 3	Potter Gas.....	Caton Center†, Mossy Glen†, Southport†, and various localities in Pennsylvania.
N 4	Empire Gas and Fuel, Limited.....	Hornell, Alfred*, Andover*, Bolivar*, Canisteo*, Cuba*, Richburg*, Wellsville*, Alfred Station†, Allentown†, Almond†, Genesee†, Greenwood†, Independence†, Scio†, Stanards†
N 5	South Shore Natural Gas and Fuel.....	Dunkirk, Farnham*, Forestville*, Mayville*, Silver Creek*, Westfield*, Chautauquat, Irving†, Portland†, Sheridan†
N 6	Keystone Gas.....	Olean, Allegany†
N 7	Alden-Batavia Natural Gas.....	Alden*, Alexander*, Batavia*, Corfu*, Crittident†, East Pembroke†, Wyoming†
N 8	Pavilion Natural Gas.....	Avon*, LeRoy*, Moscow*, Mount Morris*, Perry*, Warsaw*, Covington†, Pavilion†, York†
N 9	Producers Gas.....	Olean, Angelica*, Belfast*, Belmont*, Friendship*, Portville*
N 10	Frost Gas.....	Fredonia*, Dunkirk†, Hanover†, Pomfret†, Sheridan†, Stockton†, Lilydale Assembly
N 11	Crystal City Gas.....	Corning†
N 12	Ontario Gas.....	Honeoye Falls*, Lima*†, Bristol†, East Bloomfield†, West Bloomfield†
N 13	Akron Natural Gas.....	Akron*, Clarence†, Millgrove†
N 14	Hornell Gas Light.....	Hornell
EGN 1	Elmira Water, Light and Railroad.....	Elmira

<sup>1</sup> Names of cities are in black face type; names of incorporated villages are indicated by an asterisk (\*); names of towns and unincorporated villages by a dagger (†); in case of latter class reports do not always indicate whether a company operated in town or village, or both.

<sup>2</sup> Includes 6,428,302 M cu.ft. received from the United Natural Gas Company for distribution on a commission basis.

<sup>3</sup> Includes 97 miles outside the State of New York.

<sup>4</sup> Estimated; includes 6025 M cu.ft. received from the Producers Gas Company for distribution on a commission basis.

<sup>5</sup> Estimated.

<sup>6</sup> Quantity received from the Empire Gas and Fuel Company, Ltd., for distribution on a commission basis.



TABLE 311 b: STREET LIGHTING STATISTICS, NATURAL GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914

Only those corporations are shown which report street lighting service in New York state.  
The corporations are named in the order of their average revenues from natural gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 155.

Corp. No.	Name of corporation	Locality served <sup>1</sup>	Number of single mantle lamps at close of year	Gas per lamp per hour	Hours burned per day	Price per lamp per year
<i>Dollars</i>						
N 4	Empire Gas and Fuel, Limited.....	Hornell, Canisteo*.....	97	4 cu.ft.	11	2.....
		Wellsville*, Stanardst.....	124	3 cu.ft.	24	3
		Hornell, Alfred Station†, Almond.....	1	3 cu.ft.	24	3
		Cuba*.....	114	3 cu.ft.	24	3
		Bolivar*, Richburg*, Allentown†, Genesee†.....	43	3 cu.ft.	24	3.60
		Alfred*.....	53	3 cu.ft.	24	3
		Andover*.....	76	3 cu.ft.	24	3
		Independence†.....	12	3 cu.ft.	24	3
N 5	South Shore Natural Gas and Fuel.....	Dunkirk.....	18	.....	24	6
		Forestville*.....	35	.....	24	6
		Sheridan†.....	36	.....	24	6
		Portland†.....	42	.....	24	3.60
		Silver Creek*.....	192	.....	12	3
		Irving†, Farnham*.....	44	.....	12	3
N 6	Alden-Batavia Natural Gas.....	Alden*.....	50	.....	.....	.....
		Corfu*.....	30	.....	.....	.....
		Alexander†.....	15	.....	.....	.....
		Wyoming†.....	30	.....	.....	.....
N 8	Pavilion Natural Gas.....	LeRoy*.....	24	4 cu.ft.	24	10.50
		Pavilion†, Covington†.....	20	4 cu.ft.	24	10.50
N 9	Producers Gas.....	Angelica*.....	83	.....	.....	3.60
		Belmont*.....	58	.....	.....	3.60
		Friendship*.....	95	.....	.....	3.60
		Portville†.....	5	.....	.....	3.60
N 10	Frost Gas.....	Fredonia*.....	5	3 cu.ft.	.....	6
N 12	Ontario Gas.....	East Bloomfield†.....	45	3 cu.ft.	24	10
		Honeoye Falls*.....	90	14 cu.ft.	24	10
		Akron.....	2	3 cu.ft.	24	.....
N 13	Akron Natural Gas.....	.....	2	.....	24	43.35
		Clarence†.....	27	.....	24	.....
		.....	14	.....	24	6

<sup>1</sup> Names of cities are in **black face** type; names of incorporated villages are indicated by an asterisk (\*); names of towns and unincorporated villages by a dagger (†); in case of latter class reports do not always indicate whether company operated in town or village, or both.

\* \$1700 per year for 97 lights and lighting and heating municipal buildings.  
† Furnished in accordance with franchise requirements without direct charge.  
‡ Exclusive of 15 lamps furnished free under franchise requirements.  
§ Estimated.

TABLE 314: ACCIDENTS TO PERSONS, NATURAL GAS CORPORATIONS (CLASS A), YEAR ENDED DECEMBER 31, 1914

The corporations are named in the order of their average revenues from natural gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 155.

Corp. No.	Name of corporation	Average number of employees	Employees		Other persons		Accidents reported for New York state
			Killed	Injured	Killed	Injured	
N 1	Iroquois Natural Gas.....	426	.....	27	.....	.....	26
N 2	Pennsylvania Gas.....	156	.....	5	.....	.....	.....
N 3	Potter Gas.....	72	.....	.....	.....	.....	.....
N 4	Empire Gas and Fuel, Limited.....	93	.....	3	.....	.....	3
N 5	South Shore Natural Gas and Fuel.....	36	.....	.....	.....	.....	.....
N 6	Keystone Gas.....	12	.....	.....	.....	.....	.....
N 7	Alden-Batavia Natural Gas.....	41	.....	1	.....	.....	1
N 8	Pavilion Natural Gas.....	25	.....	.....	.....	.....	.....
N 9	Producers Gas.....	15	.....	.....	.....	.....	.....
N 10	Frost Gas.....	13	.....	.....	.....	.....	.....
N 11	Crystal City Gas.....	6	.....	.....	.....	.....	.....
N 12	Ontario Gas.....	10	.....	.....	.....	.....	.....
N 13	Akron Natural Gas.....	10	.....	.....	.....	.....	.....
N 14	Hornell Gas Light.....	12	.....	1	.....	.....	1
EGR 1	Elmira Water, Light and Railroad.....	8	.....	4	.....	.....	4
Totals.....		935	.....	41	.....	.....	35

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## MUNICIPAL ELECTRIC PLANTS (CLASSES A AND B)

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Municipal Electric Plants of Classes A and B are those whose operating revenues for the three years next preceding that covered by the latest annual report to the Commission have averaged over \$10,000 per annum. The figures following the name give the order in which the plant appears in the tables.

Boonville.....	MEem 14	Ilion.....	MEem 5
Camden.....	MEem 15	Jamestown.....	MEem 1
Dunkirk.....	MEem 6	Penn Yan.....	MEem 9
Fairport.....	MEem 8	Rockville Center.....	MEem 4
Freeport.....	MEem 2	Salamanca.....	MEem 7
Greenport.....	MEem 12	Skaneateles.....	MEem 13
Hamilton.....	MEem 10	Watkins.....	MEem 11
Herkimer.....	MEem 3		

Returns incomplete, not tabulated; see Historical and Explanatory Statement.

Lake Placid

| Solvay



TABLE 301: BALANCE SHEET, MUNICIPAL ELECTRIC

Figures in *italics* denote *credit balances* on the assets side or *debit balances* on the liabilities side.

The plants are named in the order of their average revenues from electric operations during the year ended February 28, 1915; for their names in alphabetic

L.No.	Jamestown MEM 1	Freeport MEM 2	Herkimer <sup>1</sup> MEM 3	Rockville Center MEM 4	Ilion <sup>2</sup> MEM 5	Dunkirk <sup>3</sup> MEM 6	Salamanca <sup>3</sup> MEM 7	Fairport MEM 8	Penn Yan MEM 9	L.No.
	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	13,524	555	4,929	11,436	5,499	2,371	4,074	6,761	3,370	1
2	6,715	4,534	58,697	2,712	2,933	12,729	3,972	9,651	1,186	2
3	1,063		4,756	757	2,084	7,216	3,367	1,291	2,115	3
4	255,994	85,697	89,341	128,412	66,665	171,487	63,713	56,213	51,792	4
5			110,834			382,697				5
6			40				126			6
7										7
8	277,296	90,786	268,597	143,317	77,151	579,401	75,252	73,916	58,464	8
9	950			5,335	365	10,599	258	818	313	9
10	76,000	50,500	38,000	25,293	35,093	47,200	18,500	11,000	20,000	10
11	41,305		56,679	8,989	19,174	191,588	15,642	16,404		11
12					20,000				19,602	12
13	159,040	40,286	173,918	103,684	2,613	330,014	40,851	45,695	18,549	13

<sup>1</sup> Balance sheet as of December 31, 1914; figures given also include assets and liabilities of Water department.<sup>2</sup> Balance sheet as of January 31, 1915.<sup>3</sup> Balance sheet as of December 31, 1914.

TABLE 302: INCOME AND CORPORATE SURPLUS OR DEFICIT ACCOUNTS,

Figures in *italics* denote *losses during year* and *deficits*.

The plants are named in the order of their average revenues from electric operations during the year ended February 28, 1915; for their names in alphabetic

L.No.	Jamestown MEM 1	Freeport MEM 2	Herkimer <sup>5</sup> MEM 3	Rockville Center MEM 4	Ilion <sup>6</sup> MEM 5	Dunkirk <sup>5</sup> MEM 6	Salamanca <sup>5</sup> MEM 7	Fairport MEM 8	Penn Yan MEM 9	L.No.
	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	64,629	43,081	35,165	32,262	31,106	28,952	24,717	22,252	17,055	1
2	48,970	37,656	22,777	23,915	24,272	35,671	12,564	15,912	13,971	2
3				51					155	3
4										4
5	48,970	37,656	22,777	23,936	24,272	35,671	12,564	15,912	14,126	5
6	15,659	5,425	12,388	8,295	6,834	6,719	12,153	6,340	2,928	6
7			23,466			73,120				7
8			11,764			37,414				8
9			11,702			35,706				9
10	15,659	5,425	24,090	8,295	6,834	28,987	12,153	6,340	2,928	10
11		71	850	297				542		11
12	15,659	5,496	24,940	8,592	6,834	28,987	12,153	6,882	2,928	12
13	3,420	2,137	1,807	1,043	1,305	<sup>8</sup> .....	858	410	805	13
14						<sup>8</sup> 2,710				14
15	3,420	2,137	1,807	1,043	1,305	2,710	858	410	805	15
16	12,239	3,359	23,133	7,549	5,529	26,277	11,295	6,472	2,124	16
17	115,942	24,437	150,890	100,284	3,053	303,737	29,550	39,558	16,443	17
18	1,677	<sup>2</sup> 19,184			188		7			18
19	817	<sup>3</sup> 6,695	105	44,149	7 6,156			335	17	19
20	159,040	40,286	173,918	103,684	2,613	330,014	40,851	45,695	18,549	20

<sup>1</sup> Net corporate income for the months of January and February, 1914. The operations covering these two months are not included in this report.<sup>2</sup> Amount erroneously deducted from surplus in previous year and shown on the balance sheet as "Appropriation for purchase of plant and equipment".<sup>3</sup> "Amortization unprovided for elsewhere."<sup>4</sup> Includes \$4036 unexplained discrepancy between the surplus reported on the balance sheet and the surplus developed from the reported figures for income and outgo during the year.<sup>5</sup> Report is for year ended December 31, 1914.<sup>6</sup> Report is for year ended January 31, 1915.<sup>7</sup> Chiefly accounts of lighting plant with other village departments for current supplied previous to 1911, charged off as "Uncollectible".<sup>8</sup> Interest accrued on funded debt apparently included with other interest deductions.

## PLANTS (CLASSES A AND B), FEBRUARY 28, 1915

order and their ranking on the basis of operating revenues see page 167.

L.No.	Item	Hamilton <sup>4</sup> MEm 10	Watkins MEm 11	Greenport MEm 12	Skaneateles MEm 13	Boonville MEm 14	Camden MEm 15	L.No.
		<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Cash.....	4,453	1,423	71	1,215	2	2,154	1
2	Other current assets.....	1,312	374	.....	49	548	.....	2
3	Materials and supplies.....	1,848	4,993	2,080	308	213	300	3
4	Fixed capital, electric.....	40,614	50,443	45,879	36,005	82,665	62,246	4
5	Fixed capital, other departments.....	56,298	.....	.....	.....	.....	.....	5
6	Miscellaneous temporary debits.....	291	1,323	.....	.....	.....	2,500	6
7	Deficit lighting department.....	.....	.....	.....	.....	.....	.....	7
8	Total.....	104,819	58,562	48,030	37,577	83,427	67,200	8
9	Unfunded debt.....	1,263	842	2,005	29	11,400	581	9
10	Funded debt.....	73,500	13,000	32,750	5,090	32,400	46,800	10
11	Accrued amortization of capital.....	.....	4,950	.....	.....	3,599	.....	11
12	Appropriations from municipality.....	.....	10,000	3,000	.....	.....	.....	12
13	Free surplus lighting department.....	30,057	29,770	10,275	32,548	36,038	19,819	13

<sup>4</sup> Figures given include assets and liabilities of Water department.

## MUNICIPAL ELECTRIC PLANTS (CLASSES A AND B), YEAR ENDED FEBRUARY 28, 1915

order and their ranking on the basis of operating revenues see page 167.

L.No.	Item	Hamilton MEm 10	Watkins MEm 11	Greenport MEm 12	Skaneateles MEm 13	Boonville MEm 14	Camden MEm 15	L.No.
		<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Electric operating revenues.....	15,955	14,010	13,585	13,196	11,103	10,243	1
2	Electric operating expenses.....	9,828	13,380	11,935	7,639	4,064	4,930	2
3	Taxes.....	.....	.....	71	.....	378	.....	3
4	Uncollectible bills.....	.....	.....	.....	.....	121	.....	4
5	Total electric revenue deductions.....	9,828	13,380	12,006	7,639	4,564	4,930	5
6	Income from electric operations.....	6,127	630	1,578	5,557	6,540	5,313	6
7	Revenues from other operations.....	6,439	.....	.....	.....	.....	.....	7
8	Revenue deductions from other operations.....	4,824	.....	.....	.....	.....	.....	8
9	Income from other operations.....	1,615	.....	.....	.....	.....	.....	9
10	Total operating income.....	7,742	630	1,578	5,557	6,540	5,313	10
11	Non-operating income.....	.....	34	117	.....	7	.....	11
12	Gross income.....	7,742	664	1,695	5,557	6,547	5,313	12
13	Interest on funded debt.....	2,940	520	1,305	<sup>10</sup> 213	1,134	1,958	13
14	Other interest deductions.....	.....	.....	41	.....	782	.....	14
15	Total deductions from income.....	2,940	520	1,346	213	1,916	1,958	15
16	Net income.....	4,802	143	349	5,344	4,631	3,355	16
17	Surplus or deficit at beginning of period.....	25,154	29,627	7,512	27,204	31,407	16,723	17
18	Other additions to surplus.....	160	.....	<sup>9</sup> 2,414	.....	.....	50	18
19	Other deductions from surplus.....	.....	.....	.....	.....	.....	304	19
20	Surplus or deficit at close of period.....	30,057	29,770	10,275	32,548	36,038	19,819	20

<sup>9</sup> Unexplained discrepancy between the surplus reported on the balance sheet and the amount developed in the surplus account.<sup>10</sup> Represents interest paid.



TABLE 304: FIXED CAPITAL, MUNICIPAL ELECTRIC PLANTS (CLASSES A AND B), YEAR ENDED FEBRUARY 28, 1915

Line No.	Name of account	Jamestown MEM 1		Freepoint MEM 2		Herkimer MEM 3		Rockville Center MEM 4		Ilion MEM 5		Dunkirk MEM 6		Salamanca MEM 7		Line No.
		Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	
1	Classified by prescribed accounts:															1
2	Land devoted to electric operations:															2
3	Direct expenditures for tangible electric capital:															3
4	General structures:															4
5	Dams, canals, and pipe lines:															5
6	Power plant buildings:															6
7	Furnaces, boilers, and accessories:															7
8	Steam engines:															8
9	Gas engines:															9
10	Electric generators:															10
11	Accessory electric power equipment:															11
12	Miscellaneous power plant equipment:															12
13	Poles and fixtures:															13
14	Underground conduits:															14
15	Transmission system:															15
16	Line transformers and devices:															16
17	Electric services:															17
18	Electric meters:															18
19	Electric meter installation:															19
20	Municipal street lighting system, electric:															20
21	Commercial arc lamps:															21
22	Electric tools and implements:															22
23	Electric laboratory equipment:															23
24	Other tangible electric capital:															24
25	General expenditures for electric fixed capital:															25
26	Engineering and superintendence:															26
27	Injuries during construction:															27
28	Miscellaneous construction expenditures:															28
29	Totals classified by prescribed accounts:															29
30	Not classified by prescribed accounts:															30
31	Undistributed book value:															31
32	Other fixed capital not classified by prescribed accounts:															32
33	Totals not classified by prescribed accounts:															33
34	Total fixed capital, electric:															34
35	Total fixed capital, other departments:															35
36	Grand total fixed capital:															36

<sup>1</sup> Includes turbine generator.

<sup>2</sup> Fixed capital December 31, 1914.

<sup>3</sup> Fixed capital January 31, 1915.

So far as fixed capital costs have been classified according to the prescribed Uniform System of Accounts now effective, the net change during the year and the balance at the close of the year in each primary account are shown in Table 304, as reported. The book accounts representing fixed capital installed prior to February 28, 1909, have in most cases not yet been required by the Commission to be re-classified according to the now effective system, and where for this or any other reason expenditures are not so classified, the total is shown against the captions "Undistributed book value" and "Other fixed capital not classified by prescribed accounts". The amounts shown as "Balance at close of year" will not in all cases equal the sum of the "Net increase during year" added to the balance given in the abstracts for 1914. This is due to corrections, adjustments, and transfers which are not considered part of the year's transactions, but which have been shown in the current report of the plant concerned as though they had been recorded in the figures for the previous year.

Figures in *italics* indicate decreases or credit balances.

The plants are named in the order of their average revenues from electric operations during the year ended February 28, 1915; for their names in alphabetic order and their ranking on the basis of operating revenues see page 167.

TABLE 304: FIXED CAPITAL, MUNICIPAL ELECTRIC PLANTS (CLASSES A AND B), YEAR ENDED FEBRUARY 28, 1915 (concluded)

So far as fixed capital costs have been classified according to the prescribed Uniform System of Accounts now effective, the net change during the year and the balance at the close of the year in each primary account are shown in Table 304, as reported. The book accounts representing fixed capital installed prior to February 28, 1909, have in most cases not yet been required by the Commission to be re-classified according to the now effective system, and where for this or any other reason expenditures are not so classified, the total is shown against the captions "Undistributed book value" and "Other fixed capital not classified by prescribed accounts". The amounts shown as "Balance at close of year" will not in all cases equal the sum of the "Net increase during year" added to the balance given in the abstracts for 1914. This is due to corrections, and transfers which are not considered part of the year's transactions, but which have been shown in the current report of the plant concerned as though they had been recorded in the figures for the previous year. Figures in *italics* indicate decreases or credit balances. The plants are named in the order of their average revenues from electric operations during the year ended February 28, 1915; for their names in alphabetic order and their ranking on the basis of operating revenues see page 167.

Line No.	Name of account	Fairport MEM 8	Penn Yan MEM 9	Hamilton MEM 10	Watkins MEM 11	Greenport MEM 12	Skaneateles MEM 13	Boonville MEM 14	Camden MEM 15	Line No.
1	Classified by prescribed accounts:									1
2	Land devoted to electric operations.....									2
3	Direct expenditures for tangible electric capital:									3
4	General structures.....	35	156	1	149			138		4
5	Dams, canals, and pipe lines.....							17,628		5
6	Power plant buildings.....		1,368	106	110		259		83	6
7	Furnaces, boilers, and accessories.....		999	1,568	164	3,006				7
8	Steam engines.....		77	5	501					8
9	Gas engines.....									9
10	Electric generators.....		1,665	2,634	3,980	2,000		145	15,867	10
11	Miscellaneous power plant equipment.....		474	41	2,748	3,229			3,450	11
12	Poles and fixtures.....	2,191	2,573	1,077	114		3,415	9		12
13	Underground conduits.....	80	795	366	361	985		133		13
14	Transmission system.....	463	463		95					14
15	Line distribution system.....	93	602	346	147			2	263	15
16	Line transformers and devices.....	493	2,111	364	360	139	277	95	483	16
17	Electric services.....	261	2,358	117	125			165	789	17
18	Electric meters.....	523	3,941	156	148			299	709	18
19	Electric meter installation.....							24	137	19
20	Municipal street lighting system, electric.....	420		133	4,418			9	202	20
21	Commercial arc lamps.....									21
22	Electric tools and implements.....		69	29	27				5	22
23	Electric laundry equipment.....		115	66	14				264	23
24	Other tangible electric capital.....								29	24
25	General expenditures for electric fixed capital:									25
26	Engineering and superintendence.....								27	26
27	Interest during construction.....								45	27
28	Miscellaneous construction expenditures.....									28
29	Totals classified by prescribed accounts.....	4,560	20,407	3,233	12,705	1,639	7,911	748	189	29
30	Not classified by prescribed accounts:									30
31	Undistributed book value.....	517	35,806	492	31,377	860	28,095		41,581	31
32	Other fixed capital not classified by prescribed accounts.....									32
33	Totals not classified by prescribed accounts.....	517	35,806	492	31,377	860	28,095		41,581	33
34	Total fixed capital, electric.....	4,044	56,213	2,741	12,705	839	36,005	748	189	34
35	Total fixed capital, other departments.....									35
36	Grand total fixed capital.....	4,044	56,213	3,150	12,705	839	36,005	748	189	36

\* Oil engines.



TABLE 305 a: FUNDED DEBT, MUNICIPAL ELECTRIC PLANTS (CLASSES A AND B), YEAR ENDED FEBRUARY 28, 1915

Only those plants are included which report funded debt.  
The plants are named in the order of their average revenues from electric operations during the year ended February 28, 1915; for their names in alphabetic order and their ranking on the basis of operating revenues see page 167.

Corp. No.	Name of municipality and securities outstanding	Date of maturity	Interest provisions		Par value		Interest		
			Rate	Dates payable	Actually issued	Actually outstanding at close of year	Accrued during year	Paid during year	Matured and unpaid at close of year
			%		Dollars	Dollars	Dollars	Dollars	Dollars
MEM 1	<b>Jamestown:</b>								
	Plain bonds.....	\$1,000 yly.	4	Jun & Dec	30,000	17,000	1,700	1,700	.....
	Plain bonds.....	\$1,000 yly.	4	Jun & Dec	32,320	21,000	1,720	1,720	.....
	Plain bonds.....	\$2,000 yly.	4.6	Jun & Dec	40,000	38,900	.....	.....	.....
	Totals.....					76,000	3,420	3,420	.....
MEM 2	<b>Freeport:</b>								
	<i>Bonds:</i>								
	First issue, series "A".....	Serially	4	Jan & Jul	20,000	7,000	300	300	.....
	Second issue, series "B".....	Serially	3.45	Jan & Jul	10,000	4,500	164	164	.....
	Fourth issue, series "E".....	Serially	4	Jan & Jul	15,000	14,000	580	580	.....
	Fifth issue, series "F".....	Serially	4.25	Jan & Jul	10,000	10,000	425	425	.....
	Sixth issue, series "G".....	Serially	4.45	Jan & Jul	15,000	15,000	667	667	.....
	Totals.....					50,500	2,137	2,137	.....
MEM 3	<b>Herkimer:<sup>1</sup></b>								
	Incandescent light bonds.....	\$500 yly.	3.5	June	13,000	.....	130	130	.....
	Water refunding bonds.....	\$2,000 yly.	4.3	Jan & Jul	50,000	38,000	1,677	1,677	.....
	Totals.....					38,000	1,807	1,807	.....
MEM 4	<b>Rockville Center:</b>								
	<i>Plain bonds:</i>								
	Electric light, third series.....	\$970 yly.	3.5	Jan & Jul	16,400	6,790	255	255	.....
	Electric light, fourth series.....	\$1,000 yly.	3.85	Jun & Dec	7,000	5,000	212	212	.....
	Electric light, fifth series.....	\$500 yly.	4.2	Mar & Sep	4,500	2,500	105	105	.....
	Electric light, sixth series.....	\$1,090 yly.	4.29	Feb & Aug	11,000	11,000	472	472	.....
	Totals.....					25,290	1,043	1,043	.....
MEM 5	<b>Hion:<sup>2</sup></b>								
	Bonds.....	1931	3.5	Apr & Oct	30,000	16,000	583	595	.....
	Bonds.....	1933	3.75	Jun & Dec	25,000	19,000	722	722	.....
	Totals.....					35,000	1,305	1,317	.....
MEM 6	<b>Dunkirk:<sup>1</sup></b>								
	Refunding bonds.....	1916	4	Jun & Dec	100,000	10,000	<sup>3</sup> 25	600	.....
	Intake bonds.....	1920	3.25	Apr & Oct	124,000	37,200	<sup>3</sup> 353	1,411	.....
	Totals.....					47,200	<sup>3</sup> 378	2,011	.....
MEM 7	<b>Salamanca:<sup>1</sup></b>								
	Bonds Nos. 75 to 95 inclusive.....	Serially	3.85	November	15,000	10,500	421	423	.....
	Bonds Nos. 213 to 215 inclusive.....	Serially	5	Feb & Aug	5,000	1,500	90	100	.....
	Bonds Nos. 239 to 247 inclusive.....	Serially	5	Feb & Aug	6,000	4,500	240	250	.....
	Bonds Nos. 337 to 340 inclusive.....	Serially	4.7	Feb & Aug	3,500	2,000	108	108	.....
	Totals.....					18,500	858	881	.....
MEM 8	<b>Fairport:</b>								
	Registered bonds.....	\$1,000 yly.	3.4	July	20,000	10,000	410	449	.....
	Village notes.....	\$500 yly.	5	July	4,000	1,000		449	.....
	Totals.....					11,000	410	449	.....
MEM 9	<b>Penn Yan:</b>								
	Electric light bonds.....	\$2,500 yly.	3.75	Apr & Oct	35,000	20,009	805	844	.....
MEM 10	<b>Hamilton:</b>								
	Lighting bonds.....	1925	4	Apr & Oct	20,000	20,000	800	800	.....
	Water bonds.....	1924	4	Apr & Oct	53,500	53,500	2,140	2,140	.....
	Totals.....					73,500	2,940	2,940	.....
MEM 11	<b>Watkins:</b>								
	Debenture bonds.....	1924	4	Apr & Oct	20,000	13,000	520	520	.....
MEM 12	<b>Greenport:</b>								
	Bonds.....	\$250 yly.	3.10	May	5,000	2,250	77	77	.....
	Bonds.....	\$500 yly.	3.10	November	10,000	4,500	155	155	.....
	Bonds.....	\$250 yly.	3.10	May	5,000	2,000	70	70	.....
	Bonds.....	\$500 yly.	3.5	May	12,000	7,000	263	263	.....
	Bonds.....	\$1,000 yly.	4	May	22,000	15,000	640	640	.....
	Bonds.....	\$500 yly.	4	December	4,000	2,000	100	100	.....
	Totals.....					32,750	1,305	1,305	.....
MEM 13	<b>Skaneateles:</b>								
	Village bonds.....	\$1,000 yly.	3.5	Jan & Jul	15,000	5,000	193	213	.....
MEM 14	<b>Boonville:</b>								
	Bonds.....	\$1,800 yly.	3.5	Mar & Sep	45,000	32,400	1,134	1,134	.....
MEM 15	<b>Camden:</b>								
	Bonds.....	\$1,600 yly.	3.75	Apr & Oct	40,000	28,800	1,175	1,175	.....
	Bonds.....	1917	4.35	Jan & Jul	18,000	18,000	783	783	.....
	Totals.....					46,800	1,958	1,958	.....
	Grand totals.....					524,940	20,213	21,979	.....

<sup>1</sup> Report is for year ended December 31, 1914.<sup>2</sup> Report is for year ended January 31, 1915.<sup>3</sup> So reported.

TABLE 305 b: FUNDED DEBT ISSUED OR ASSUMED, MUNICIPAL ELECTRIC PLANTS (CLASSES A AND B), YEAR ENDED FEBRUARY 28, 1915

No plant in this group reports any funded debt issued or assumed during the year.

TABLE 309: OPERATING REVENUES, MUNICIPAL ELECTRIC PLANTS (CLASSES A AND B), YEAR ENDED FEBRUARY 28, 1915

Figures in *italics* denote *losses*.

The plants are named in the order of their average revenues from electric operations during the year ended February 28, 1915; for their names in alphabetic order and their ranking on the basis of operating revenues see page 167.

L.No.	Name of account	Jamestown MEM 1	Freeport MEM 2	Herkimer <sup>1</sup> MEM 3	Rockville Center MEM 4	Ilion <sup>2</sup> MEM 5	Dunkirk <sup>1</sup> MEM 6	Salamanca <sup>1</sup> MEM 7	L.No.
		<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Municipal street lighting, arc.....	26,578	12,633	.....	.....	.....	.....	.....	1
2	Municipal street lighting, incandescent.....	.....	.....	.....	.....	7,000	.....	6,500	2
3	Lighting municipal buildings, electric.....	1,583	.....	.....	.....	487	453	.....	3
4	Municipal heat and power, electric.....	.....	.....	.....	.....	.....	.....	.....	4
5	Miscellaneous electric revenues, municipal.....	591	.....	.....	.....	.....	.....	.....	5
6	Commercial flat rate lighting.....	6,278	.....	12,982	.....	76	12	58	6
7	Commercial flat rate power.....	.....	.....	274	.....	.....	.....	.....	7
8	Commercial metered lighting.....	26,008	28,858	17,895	31,552	19,842	21,530	13,530	8
9	Commercial metered power.....	1,857	.....	3,932	.....	3,229	5,209	4,466	9
10	Railroad corporations.....	.....	1,590	.....	.....	.....	.....	.....	10
11	Other current sold.....	.....	.....	.....	.....	245	.....	.....	11
12	Total from sales of current.....	62,898	43,081	35,083	31,552	30,878	27,203	24,554	12
13	Rent of electric meters.....	.....	.....	.....	.....	.....	.....	.....	13
14	Electric merchandise and jobbing revenues.....	.....	.....	82	.....	165	32	.....	14
15	Sales of byproducts.....	.....	.....	.....	21	63	.....	.....	15
16	Breakdown service.....	.....	.....	.....	28	.....	1,689	.....	16
17	Other miscellaneous electric revenues.....	1,731	.....	.....	660	.....	37	163	17
18	Total operating revenues, electric department.....	64,629	43,081	35,165	32,262	31,106	28,952	24,717	18

L.No.	Name of account	Fairport MEM 8	Penn Yan MEM 9	Hamilton MEM 10	Watkins MEM 11	Greenport MEM 12	Skaneateles MEM 13	Boonville MEM 14	Camden MEM 15	L.No.
		<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Municipal street lighting, arc.....	4,195	4,800	2,500	5,000	.....	2,113	1,500	3,700	1
2	Municipal street lighting, incandescent.....	.....	.....	.....	.....	.....	337	.....	.....	2
3	Lighting municipal buildings, electric.....	.....	150	.....	.....	.....	50	.....	.....	3
4	Municipal heat and power, electric.....	.....	.....	.....	3,608	.....	.....	.....	.....	4
5	Miscellaneous electric revenues, municipal.....	.....	.....	.....	.....	.....	.....	.....	.....	5
6	Commercial flat rate lighting.....	.....	1,413	72	75	.....	.....	385	.....	6
7	Commercial flat rate power.....	.....	.....	.....	.....	.....	.....	1,109	.....	7
8	Commercial metered lighting.....	15,571	8,948	12,498	5,538	13,576	8,456	7,510	6,411	8
9	Commercial metered power.....	2,381	1,644	841	.....	.....	1,251	563	.....	9
10	Railroad corporations.....	.....	.....	.....	.....	.....	.....	.....	.....	10
11	Other current sold.....	.....	.....	5	.....	.....	.....	.....	.....	11
12	Total from sales of current.....	22,148	16,955	15,916	14,020	13,576	12,207	11,067	10,111	12
13	Rent of electric meters.....	.....	.....	29	.....	.....	860	.....	.....	13
14	Electric merchandise and jobbing revenues.....	104	.....	.....	211	.....	.....	36	132	14
15	Sales of byproducts.....	.....	.....	.....	.....	.....	.....	.....	.....	15
16	Breakdown service.....	.....	.....	.....	.....	.....	.....	.....	.....	16
17	Other miscellaneous electric revenues.....	.....	100	10	.....	8	129	.....	.....	17
18	Total operating revenues, electric department.....	22,252	17,055	15,955	14,010	13,585	13,196	11,103	10,243	18

<sup>1</sup> Report is for year ended December 31, 1914.<sup>2</sup> Report is for year ended January 31, 1915.



TABLE 310: OPERATING EXPENSES, MUNICIPAL ELECTRIC PLANTS (CLASSES A AND B), YEAR ENDED FEBRUARY 28, 1915

Figures in *italics* denote credits.

The plants are named in the order of their average revenues from electric operations during the year ended February 28, 1915; for their names in alphabetic order and their ranking on the basis of operating revenues see page 167.

L.No.	Item	Jamestown MEM 1	Freeport MEM 2	Herkimer <sup>1</sup> MEM 3	Rockville Center MEM 4	Ilion <sup>2</sup> MEM 5	Dunkirk <sup>1</sup> MEM 6	Salamanca <sup>1</sup> MEM 7	L.No.
		<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Station superintendence and labor.....	8,125	7,305	3,307	6,760	3,897	6,528	1,677	1
2	Fuel for power.....	12,429	10,229	9,368	5,110	6,381	12,080	948	2
3	Other station supplies and expenses.....	1,230	1,280	381	740	374	1,124	.....	3
4	Repairs power plant buildings.....	1,015	9	175	26	765	569	29	4
5	Repairs steam equipment.....	882	794	818	215	296	489	.....	5
6	Repairs hydraulic power plant.....	.....	.....	.....	.....	.....	.....	.....	6
7	Repairs gas power equipment.....	.....	.....	.....	.....	.....	.....	100	7
8	Repairs power plant electric equipment.....	300	10	701	11	50	30	51	8
9	Miscellaneous station repairs.....	87	697	89	.....	.....	.....	18	9
10	Steam from other sources.....	1,577	.....	.....	.....	.....	.....	.....	10
11	Power gas from other sources.....	.....	.....	.....	.....	.....	.....	3,192	11
12	Electric energy from other sources.....	.....	.....	.....	.....	4,049	.....	.....	12
13	Total production expenses.....	25,645	20,325	14,839	12,853	15,813	20,820	6,014	13
14	Total transmission expenses.....	.....	.....	.....	.....	.....	.....	.....	14
15	Electric distribution office and superintendence.....	4,712	.....	341	.....	1,141	867	103	15
16	Setting and removing meters and transformers.....	.....	554	71	1	.....	69	43	16
17	Distribution subway rent.....	.....	.....	.....	.....	.....	.....	.....	17
18	Repairs distribution mains.....	1,657	1,862	1,193	111	1,152	687	211	18
19	Repairs electric services.....	.....	7	420	.....	.....	273	52	19
20	Repairs transformers.....	.....	14	.....	7	.....	15	1	20
21	Electric meter operation and repairs.....	35	.....	35	.....	200	47	25	21
22	Total distribution expenses.....	6,494	2,437	2,036	119	2,492	1,938	436	22
23	Commercial arc operation.....	53	.....	.....	.....	.....	.....	.....	23
24	Commercial arc repairs.....	59	.....	.....	.....	.....	.....	.....	24
25	Commercial incandescent operation.....	176	1,870	.....	26	.....	.....	.....	25
26	Consumers' installation expenses.....	115	.....	.....	112	.....	12	.....	26
27	Municipal street arc operation.....	3,021	3,855	258	.....	.....	1,673	837	27
28	Municipal street arc repairs.....	228	1,224	74	.....	.....	1,764	258	28
29	Municipal street incandescent operation.....	.....	.....	682	525	1,215	.....	538	29
30	Municipal street incandescent repairs.....	60	.....	.....	46	.....	327	77	30
31	Total utilization expenses.....	3,702	6,949	1,013	709	1,215	3,776	1,710	31
32	Total commercial expenses, electric.....	.....	.....	1,441	.....	.....	.....	317	32
33	General administration.....	839	793	405	982	325	.....	1,422	33
34	Insurance.....	597	432	103	173	464	418	273	34
35	General amortization, electric.....	10,839	.....	2,886	8,989	3,325	8,230	2,473	35
36	Injuries to persons and property.....	943	6,391	.....	.....	.....	.....	.....	36
37	General stationery and printing.....	.....	330	25	84	.....	158	152	37
38	Store and stable expenses.....	.....	.....	.....	.....	6	312	4	38
39	Inventory adjustments, balance.....	.....	.....	.....	.....	632	.....	.....	39
40	Duplicate electric charges, Cr.....	.....	.....	.....	.....	.....	.....	237	40
41	Total general and miscellaneous expenses.....	13,219	7,946	3,418	10,228	4,753	9,117	4,087	41
42	Total electric operating expenses.....	48,970	37,656	22,777	23,915	24,272	35,671	12,564	42
43	Electric energy, in kilowatt hours:								
44	Generated.....	2,063,140	1,249,407	1,288,400	592,489	565,275	1,514,625	877,440	43
45	Purchased.....	.....	.....	.....	.....	202,450	.....	.....	44
45	Supplied for municipal purposes.....	967,627	452,172	.....	127,884	330,566	514,322	221,157	45
46	Sold to other than municipalities.....	892,637	550,274	.....	315,518	398,850	676,690	511,936	46

<sup>1</sup> Report is for year ended December 31, 1914.<sup>2</sup> Report is for year ended January 31, 1915.

TABLE 310: OPERATING EXPENSES, MUNICIPAL ELECTRIC PLANTS (CLASSES A AND B), YEAR ENDED FEBRUARY 28, 1915 (concluded)

Figures in *italics* denote *credits*.

The plants are named in the order of their average revenues from electric operations during the year ended February 28, 1915; for their names in alphabetic order and their ranking on the basis of operating revenues see page 167.

L.No.	Item	Fairport MEM 8	Penn Yan MEM 9	Hamilton MEM 10	Watkins MEM 11	Greenport MEM 12	Skaneateles MEM 13	Boonville MEM 14	Camden MEM 15	L.No.
		<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Station superintendence and labor.....	2,937	2,453	2,500	4,178	3,744	2,245	1,127	2,626	1
2	Fuel for power.....	5,389	6,563	3,035	3,263	4,311	2,693	.....	1,461	2
3	Other station supplies and expenses.....	1,016	403	432	457	2,992	790	150	417	3
4	Repairs power plant buildings.....	13	8	6	650	.....	37	6	5	4
5	Repairs steam equipment.....	536	778	120	1,017	.....	.....	.....	.....	5
6	Repairs hydraulic power plant.....	.....	.....	.....	.....	.....	.....	63	.....	6
7	Repairs gas power equipment.....	.....	.....	.....	15	.....	.....	.....	.....	7
8	Repairs power plant electric equipment.....	126	144	27	23	.....	61	147	.....	8
9	Miscellaneous station repairs.....	7	.....	12	.....	.....	66	.....	.....	9
10	Steam from other sources.....	.....	.....	.....	.....	.....	.....	.....	.....	10
11	Power gas from other sources.....	.....	.....	.....	.....	.....	.....	.....	.....	11
12	Electric energy from other sources.....	.....	.....	.....	.....	.....	814	.....	.....	12
13	Total production expenses.....	10,015	10,349	6,133	9,602	11,047	6,706	1,494	4,509	13
14	Total transmission expenses.....	.....	120	.....	.....	.....	.....	41	.....	14
15	Electric distribution office and superintendence.....	.....	1,375	.....	.....	.....	.....	.....	63	15
16	Setting and removing meters and transformers.....	42	.....	.....	13	.....	.....	28	.....	16
17	Distribution subway rent.....	.....	.....	459	.....	.....	.....	.....	.....	17
18	Repairs distribution mains.....	328	.....	.....	207	171	199	213	.....	18
19	Repairs electric services.....	82	.....	.....	11	.....	.....	6	.....	19
20	Repairs transformers.....	78	.....	.....	13	.....	.....	23	.....	20
21	Electric meter operation and repairs.....	2	9	.....	7	.....	.....	21	.....	21
22	Total distribution expenses.....	532	1,384	459	250	171	199	292	63	22
23	Commercial arc operation.....	.....	.....	.....	.....	.....	.....	.....	.....	23
24	Commercial arc repairs.....	.....	.....	.....	.....	.....	.....	.....	.....	24
25	Commercial incandescence operation.....	.....	141	.....	.....	.....	.....	.....	.....	25
26	Consumers' installation expenses.....	.....	497	.....	.....	.....	.....	102	.....	26
27	Municipal street arc operation.....	694	480	.....	97	.....	.....	241	133	27
28	Municipal street arc repairs.....	35	193	.....	38	.....	78	213	38	28
29	Municipal street incandescence operation.....	139	231	479	92	.....	.....	18	.....	29
30	Municipal street incandescence repairs.....	1	.....	.....	3	.....	.....	.....	.....	30
31	Total utilization expenses.....	859	1,541	479	239	.....	78	574	171	31
32	Total commercial expenses, electric.....	518	.....	.....	356	271	.....	107	.....	32
33	General administration.....	1,020	.....	2,085	418	.....	395	390	.....	33
34	Insurance.....	468	483	693	388	446	253	316	186	34
35	General amortization, electric.....	2,246	.....	.....	1,000	.....	.....	925	.....	35
36	Injuries to persons and property.....	.....	.....	.....	.....	.....	.....	100	.....	36
37	General stationery and printing.....	242	94	68	111	.....	98	49	.....	37
38	Store and stable expenses.....	.....	.....	.....	110	.....	.....	.....	.....	38
39	Inventory adjustments, balance.....	.....	.....	.....	916	.....	.....	133	.....	39
40	Duplicate electric charges, Cr.....	.....	.....	.....	.....	.....	.....	.....	.....	40
41	Total general and miscellaneous expenses.....	3,977	576	2,756	2,942	446	656	1,557	186	41
42	Total electric operating expenses.....	15,912	13,971	9,828	13,380	11,935	7,639	4,064	4,930	42
43	Electric energy, in kilowatt hours:									
44	Generated.....	465,026	357,340	255,765	315,172	.....	.....	.....	221,510	43
45	Purchased.....	.....	.....	.....	.....	.....	71,970	.....	.....	44
46	Supplied for municipal purposes.....	165,343	<sup>3</sup> 161,207	58,635	212,690	.....	36,527	167,000	119,760	45
46	Sold to other than municipalities.....	265,965	<sup>4</sup> 146,340	135,970	67,639	.....	109,056	324,600	101,750	46

<sup>3</sup> Estimated.<sup>4</sup> Commercial metered light and power; no record of quantity sold to flat rate consumers.



TABLE 311 a: OPERATING STATISTICS, MUNICIPAL ELECTRIC PLANTS (CLASSES A AND B), YEAR ENDED FEBRUARY 28, 1915

The plants are named in the order of their average revenues from electric operations during the year ended February 28, 1915; for their names in alphabetic order and their ranking on the basis of operating revenues see page 167.

Corp. No.	Name of municipality	Electric energy generated during year		Supplied for municipal purposes	Electric energy disposed of during year		Lost or unaccounted for
		By steam	By water		Sold to other than municipalities	Used at offices and works	
		<i>Kw.h.</i>	<i>Kw.h.</i>	<i>Kw.h.</i>	<i>Kw.h.</i>	<i>Kw.h.</i>	<i>Kw.h.</i>
ME m 1	Jamestown	2,063,140		967,627	802,607	25,000	267,906
ME m 2	Freeport	1,249,407		452,172	550,274		246,961
ME m 3	Herkimer <sup>1</sup>	1,288,400					
ME m 4	Rockville Center	4,592,489		212,884	315,518	8,050	141,037
ME m 5	Ilion <sup>2</sup>	4,767,723		330,566	398,850	7,000	31,309
ME m 6	Dunkirk <sup>1</sup>	1,514,625		514,322	676,690	62,473	261,140
ME m 7	Salamanca <sup>1</sup>	877,440		221,157	511,936	9,069	135,278
ME m 8	Fairport	465,026		165,343	265,965		33,718
ME m 9	Penn Yan	357,340		161,207	146,340		49,793
ME m 10	Hamilton	255,765		58,635	135,970		61,160
ME m 11	Watkins		315,172	212,690	68,891	7,149	26,442
ME m 12	Greenport						
ME m 13	Skaneateles			36,527	109,056		
ME m 14	Boonville	\$ 71,970		167,000	324,600		
ME m 15	Camden	221,510		119,760	101,750		

Corp. No.	Name of municipality	Rated capacity of generating stations at close of year	Maximum load on outgoing lines	Coal consumed per kw.h. generated	Average fuel cost per kw.h. generated	Number of consumers' meters in service at close of year	Number of flat rate consumers at close of year
		<i>Kilowatts</i>	<i>Kilowatts</i>	<i>Lbs.</i>	<i>Cents</i>		
ME m 1	Jamestown	1,600	670	5.56	.60	849	13
ME m 2	Freeport	600		4.23	.82	1,150	
ME m 3	Herkimer <sup>1</sup>	550		5.07	.72	1,131	242
ME m 4	Rockville Center	700	270	4.76	.88	1,158	
ME m 5	Ilion <sup>2</sup>	200	300	7.31	1.13	1,223	5
ME m 6	Dunkirk <sup>1</sup>	1,000		5.89	.80	700	1
ME m 7	Salamanca <sup>1</sup>	350	295		.36	455	7
ME m 8	Fairport	300	230	7.59	1.16	650	
ME m 9	Penn Yan	300	195	12.32	1.84	383	45
ME m 10	Hamilton	200	116	6.85	1.19	391	9
ME m 11	Watkins	230	105	8.60	1.04	241	1
ME m 12	Greenport					535	2
ME m 13	Skaneateles	115	110			371	
ME m 14	Boonville					456	65
ME m 15	Camden	300		10	.59	301	

<sup>1</sup> Report is for year ended December 31, 1914.

<sup>2</sup> Supplied without credit to revenue for municipal street lighting.

<sup>3</sup> Report is for year ended January 31, 1915.

<sup>4</sup> Includes 202,450 kw.h. purchased.

<sup>5</sup> 1596 M cu.ft. of natural gas used for fuel, at an average cost of 20½ cents per M cu.ft.

<sup>6</sup> Estimated.

<sup>7</sup> Commercial metered light and power; no record of quantity sold to flat rate consumers.

<sup>8</sup> Includes 1202 kw.h. supplied the Watkins Telephone Co. for use of poles.

<sup>9</sup> Represents the amount purchased; the amount generated is not reported.

<sup>10</sup> 35,000 gals. of oil used for fuel at an average cost of 3½ cents per gal.

TABLE 311 b: STREET LIGHTING STATISTICS, MUNICIPAL ELECTRIC PLANTS (CLASSES A AND B), YEAR ENDED FEBRUARY 28, 1915

The plants are named in the order of their average revenues from electric operations during the year ended February 28, 1915; for their names in alphabetic order and their ranking on the basis of operating revenues see page 167.

Corp. No.	Name of municipality	Hours burned per year	Schedule	Arc lamps at close of year			Incandescent lamps at close of year		
				Number <sup>1</sup>	Lamp terminal, watts	Price per lamp per year	Number	Candle-power	Price per lamp per year
						<i>Dollars</i>			<i>Dollars</i>
ME m 1	Jamestown	3,860	All night	2 508	460	48.00	22	80	12.00
ME m 2	Freeport	3,800	All night	188	510	48.00			
ME m 3	Herkimer <sup>2</sup>	3,642	All night	4 5	450	64.00			
					750	Free	62	100	Free
							59	250	Free
							2	1,000	Free
ME m 4	Rockville Center	3,800	All night				749	32	Free
							30	400	Free
							29	51	Free
ME m 5	Ilion <sup>3</sup>	4,000	All night				175	250	40.00
							7	250	35.00
ME m 6	Dunkirk <sup>3</sup>	3,768	All night	302		Free			
ME m 7	Salamanca <sup>3</sup>	3,922	All night	6 119	310	41.31	230	40	6.89
ME m 8	Fairport	4,000	All night	62	500	50.00	7	240	45.00
							37	80	15.00
ME m 9	Penn Yan		All night	71	450		149	32	
							34	48	
							49	60	
							2	80	
ME m 10	Hamilton	2,600	Moonlight				56	200	
							86	100	
ME m 11	Watkins	4,010	All night	25	475	9	81	100	
							10 74	400	
ME m 12	Greenport		Moonlight				173	32	Free
							24	100	Free
ME m 13	Skaneateles	1,721	Moonlight until 1 a. m.	43	420	49.14	24	32	14.04
ME m 14	Boonville	3,650	All night	66	450	21.33	7	120	6.09
ME m 15	Camden	3,500	All night	74	600	50.00	2		Free

<sup>1</sup> Enclosed unless otherwise noted.

<sup>2</sup> Includes 296 open arc lamps.

<sup>3</sup> Report is for year ended December 31, 1914.

<sup>4</sup> Flaming arc.

<sup>5</sup> Report is for year ended January 31, 1915.

<sup>6</sup> Open arcs.

<sup>7</sup> 12 3-light clusters.

<sup>8</sup> Flat rate of \$2500 per annum.

<sup>9</sup> During the year \$5000 was appropriated by municipality for street and other municipal lighting; estimate of amount to be appropriated based on consumption during preceding year.

<sup>10</sup> Boulevard lamps.

<sup>11</sup> 100-watts.

TABLE 314: ACCIDENTS TO PERSONS, MUNICIPAL ELECTRIC PLANTS (CLASSES A AND B), YEAR ENDED FEBRUARY 28, 1915

No plant in this group reports any accidents to persons during the year.

## ELECTRICAL CORPORATIONS (CLASS B)

Electrical Corporations of Class B are those whose operating revenues for the three years next preceding that covered by the latest annual report to the Commission have averaged between \$25,000 and \$10,000 per annum. The figures following the name give the order in which the corporation appears in the tables.

Atlantic Light and Power Company.....	Em 20	Kanes Falls Electric Company.....	Em 1
Avon Electric Company.....	Em 27	Katonah Lighting Company.....	Em 15
Binghamton Railway Company.....	Em 19	Massena Electric Light and Power Company, The.....	Em 3
Broadalbin Electric Light and Power Company.....	Em 5	Middleport Gas and Electric Light Company.....	Em 18
Canton Electric Light and Power Company.....	Em 21	Mount Morris Illuminating Company.....	Em 33
Cattaraugus County Lighting Company.....	Em 11	Murray Electric Light and Power Company.....	Em 7
Cayadutta Generating Company.....	Em 22	Newfane Electric Company.....	Em 24
Cazenovia Electric Company, The.....	Em 23	Northern Wayne Electric Light and Power Company.....	Em 10
Chasm Power Company.....	Em 28	Norwood Electric Light and Power Company.....	Em 29
Chatham Electric Light, Heat and Power Company.....	Em 6	Perry Electric Light Company, The.....	Em 25
Consolidated Light and Power Company of Whitehall.....	Em 8	Port Henry Light, Heat and Power Company.....	Em 31
Courter Electric Company, The.....	Em 26	Port Jefferson Electric Light Company.....	Em 32
Deposit Electric Company.....	Em 16	Riverhead Electric Light Company.....	Em 13
Dunkirk Electrical Manufacturing Company <sup>1</sup> .....	Em 39	Saint Lawrence International Electric Railroad & Land Company.....	Em 38
Dutchess Light, Heat and Power Company of Rhinebeck, The.....	Em 9	Southern New York Power Company.....	Em 14
East Aurora Electric Light Company.....	Em 35	Ulster Electric Light, Heat and Power Company.....	Em 36
East Hampton Electric Light Company.....	Em 4	Warwick Valley Light and Power Company.....	Em 2
Ellenville Electric Company.....	Em 12	Wellsville Electric Light, Heat and Power Company.....	Em 30
General Transmission Company <sup>1</sup> .....	Em 40	West Branch Light and Power Company.....	Em 34
Goshen Light and Power Company.....	Em 17	Yates Electric Light and Power Company.....	Em 37

Returns not tabulated; see Historical and Explanatory Statement.

Electric Light Company of New Paltz, The  
Mechanicville Electric Light and Gas Company

Wayland-Steuben Power Company, Inc.

<sup>1</sup> This corporation, while having average revenues below \$10,000 per annum for the three years next preceding that covered by the latest annual report to the Commission, made its report on the form provided for corporations in Class B, and is therefore included in this list.

## UNINCORPORATED ELECTRIC PLANTS (CLASS B)

Wadhams and Westport Electric Light and Power Company (D. F. Payne)..... IEm 1

Returns not tabulated; see Historical and Explanatory Statement.

Croton Falls (George Juengst and Sons)  
Garden City Company, The

Wayland Electric Light and Power Company.



TABLE 301: BALANCE SHEET, ELECTRICAL CORPORATIONS (CLASS B), DECEMBER 31, 1914

The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 177.

Line No.	Item	Kanes Falls Electric Em 1	Warwick Valley Light & Power Em 2	Massena Electric Light & Power Em 3	East Hampton Electric Light & Power Em 4	Broadalbin Electric Light & Power Em 5	Chatham Electric Light, Heat & Power Em 6	Murray Electric Light & Power Em 7	Consolidated Light & Power, Whitehall Em 8	Dutchess Light, Heat & Power, Rhinebeck Em 9	Northern Wayne El. Light & Power Em 10	Cattaraugus County Lighting Em 11	Ellenville Electric Em 12	Riverhead Electric Light Em 13
1	Cash.....	Dollars 255	343	1,257	5,549	1,038	57	51	943	408	485	536	1,931	633
2	Other current assets.....	37,312	3,917	53,808	4,770	1,201	5,884	4,373	7,615	6,732	4,260	2,685	4,101	3,904
3	Materials and supplies.....	12,454	3,264	5,423	1,240	7,500	2,562	794	2,867	2,196	1,228	5,174	2,128	877
4	Miscellaneous investments.....													
5	Fixed capital, other departments.....	327,876	55,166	81,231	110,621	83,711	90,925	54,994	168,112	4,878	89,754	36,267	45,356	39,727
6	Miscellaneous temporary debits.....													
7	Miscellaneous temporary credits.....	9,963	84	2,627	7,125	300	350		403	429	361	383		
8	Corporate deficit.....		10,271					248						
9	Total.....	387,860	73,043	144,346	129,305	103,244	99,779	60,560	179,940	81,836	96,099	65,045	53,516	45,140
10	Unfunded debt.....	140,131	30,043	8,678	146	14,804	17,362	24,068	38,523	3,320	64,275	4,324	11,325	67
11	Funded debt.....	207,500	18,000		60,000	33,000	25,000	9,664	36,000					7,300
12	Reserve for replacements and renewals.....													
13	Accrued amortization of capital.....	10,756		9,144	21,359	2,026	20,192	9,828	2,611	11,196		6,000	4,200	13,285
14	Other reserves and suspense credits.....													360
15	Capital stocks.....	25,000	25,000	50,000	47,800	50,000	27,500	17,000	75,000	53,000	24,600	34,300	30,000	18,000
16	Corporate surplus.....	4,473		76,523		3,414	9,724		27,805	14,320	7,224	20,061	7,991	6,488

<sup>1</sup> Balance sheet as of July 31, 1914; see Historical and Explanatory Statement.

TABLE 302: INCOME AND CORPORATE SURPLUS OR DEFICIT ACCOUNTS, ELECTRICAL CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914

Figures in *italics* denote losses during year and deficits.  
The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 177.

Line No.	Item	Kanes Falls Electric Em 1	Warwick Valley Light & Power Em 2	Massena Electric Light & Power Em 3	East Hampton Electric Light & Power Em 4	Broadalbin Electric Light & Power Em 5	Chatham Electric Light, Heat & Power Em 6	Murray Electric Light & Power Em 7	Consolidated Light & Power, Whitehall Em 8	Dutchess Light, Heat & Power, Rhinebeck Em 9	Northern Wayne El. Light & Power Em 10	Cattaraugus County Lighting Em 11	Ellenville Electric Em 12	Riverhead Electric Light Em 13
1	Electric operating revenues.....	Dollars 31,482	26,609	26,372	25,379	17,386	23,860	23,478	23,137	22,128	21,901	12,686	21,613	21,329
2	Electric operating expenses.....	16,146	19,876	12,211	16,798	17,386	21,477	19,550	12,313	17,660	13,813	9,920	14,666	16,496
3	Taxes.....	1,004	700	775	1,017	656	1,056	850	955	594	715	375	824	358
4	Uncollectible bills.....		501	142	38		844		107		9	42		52
5	Total electric revenue deductions.....	17,150	21,078	13,128	17,852	18,042	23,377	20,390	13,375	18,254	14,537	10,336	15,490	16,906
6	Income from electric operations.....	14,332	5,532	13,244	7,527	6,118	484	3,088	9,762	3,874	7,364	2,350	6,124	4,424
7	Income from other operations.....													
8	Total operating income.....	14,332	5,532	13,244	7,527	6,118	484	3,088	9,762	3,874	7,364	2,350	6,124	4,424
9	Non-operating income.....	476	265		77					60				
10	Gross income.....	14,808	5,796	13,244	7,604	6,118	484	3,088	9,762	3,934	7,364	2,350	6,124	4,424
11	Interest on funded debt.....	10,914	900		3,365	1,650	1,250	480	1,800					365
12	Other interest deductions.....	2,742	438			787	798	236	2,074	60	1,715		600	13
13	Rent deductions.....		77				303		144	96				542
14	All other income deductions.....													
15	Total deductions from income.....	13,733	1,415		3,365	2,437	2,351	716	4,018	156	1,715		600	920
16	Net corporate income.....	1,075	4,381	13,244	4,239	3,681	1,867	2,372	5,744	3,778	5,649	2,350	5,524	3,504
17	Surplus or deficit at beginning of period.....	6,644	7,312	63,307	11,603	2,731	11,588	2,007	22,525	23,298	1,741	22,421	3,067	3,761
18	Bad debts collected.....				139									123
19	Other additions to surplus.....		122			14	3				192			
20	Dividends declared.....					3,000								
21	Bad debts written off.....			27										900
22	Realized depreciation not covered by reserves.....	1,245	5,403						464					
23	Other deductions from surplus.....		2,059			13		613		12,756	2,358	4,713		
24	Surplus or deficit at close of period.....	4,473	10,271	76,523	7,125	3,414	9,724	248	27,805	14,320	7,224	20,061	7,991	6,488

<sup>1</sup> Adjustment of interest account covering a period of years.

<sup>2</sup> Income account covers period January 1 to July 31, 1914; see Historical and Explanatory Statement.

<sup>3</sup> Net debit resulting from changes in fixed capital accounts after examination by the Commission's examiners and engineers.

TABLE 301: BALANCE SHEET, ELECTRICAL CORPORATIONS (CLASS B), DECEMBER 31, 1914 (continued)

The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 177.

Line No.	Item	Southern New York Power Em 14	Katonah Lighting Em 15	Deposit Electric Em 16	Goshen Light & Power Em 17	Middleport Gas & Electric Em 18	Binghamton Railway Em 19	Atlantic Light & Power Em 20	Canton Electric Light & Power Em 21	Cayadutta Generating Em 22	Cazenovia Electric Em 23	Newfane Electric Em 24	Perry Electric Light Em 25	Courier Electric Em 26	Avon Electric Em 27
1	Cash.....	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars
2	Other current assets.....	8,227	4,251	133	1,133	30	5,381	988	5,833	1,265	364	.....	1,218	579	944
3	Materials and supplies.....	5,069	6,881	4,016	3,720	1,460	3,825	7,719	5,280	3,677	1,497	2,675	7,679	1,664	2,140
4	Miscellaneous investments.....	2,661	3,553	3,289	3,730	720	35,571	2,600	800	1,668	15	796	6,679	.....	67
5	Fixed capital, electric.....	44,791	121,093	174,495	39,033	74,169	16,579	111,456	51,664	64,472	63,653	23,468	56,223	39,841	55,107
6	Fixed capital, other departments.....	.....	.....	.....	.....	.....	3,138,030	.....	.....	.....	.....	.....	8,267	.....	.....
7	Miscellaneous temporary debits.....	.....	.....	1,310	4,559	.....	77,790	15,135	600	479	152	6,900	.....	.....	195
8	Corporate deficit.....	.....	39,079	615	.....	.....	.....	.....	.....	.....	.....	.....	4,926	.....	.....
9	Total.....	60,748	171,331	183,859	51,587	76,379	3,280,176	137,898	64,176	71,561	65,651	33,839	84,380	42,084	58,452
10	Unfunded debt.....	.....	.....	.....	2,922	43,236	172,772	93,773	708	21,266	29,956	28,345	49,921	13,000	18,443
11	Funded debt.....	4,071	24,194	60,491	5,000	.....	2,034,000	.....	10,000	.....	.....	4,194	11,900	.....	.....
12	Reserve for replacements and renewals.....	.....	61,500	48,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	Accrued amortization of capital.....	.....	10,417	1,368	6,016	.....	.....	19,125	8,635	2,116	5,512	.....	13,220	.....	.....
14	Other reserves and suspense credits.....	1,807	220	.....	8,000	.....	.....	.....	38,000	30,000	22,000	.....	338	.....	.....
15	Capital stocks.....	42,400	75,000	74,000	15,000	30,000	978,995	25,000	.....	.....	.....	1,300	9,000	15,000	18,000
16	Corporate surplus.....	12,470	.....	.....	14,649	3,143	74,409	.....	6,832	18,179	8,213	.....	.....	14,084	22,009

TABLE 302: INCOME AND CORPORATE SURPLUS OR DEFICIT ACCOUNTS, ELECTRICAL CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914 (continued)

Figures in italics denote losses during year and deficits.  
The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 177.

Line No.	Item	Southern New York Power Em 14	Katonah Lighting Em 15	Deposit Electric Em 16	Goshen Light & Power Em 17	Middleport Gas & Electric Em 18	Binghamton Railway Em 19	Atlantic Light & Power Em 20	Canton Electric Light & Power Em 21	Cayadutta Generating Em 22	Cazenovia Electric Em 23	Newfane Electric Em 24	Perry Electric Light Em 25	Courier Electric Em 26	Avon Electric Em 27
1	Electric operating revenues.....	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars
2	Electric operating expenses.....	11,868	17,837	16,149	15,913	9,786	18,056	16,694	11,778	12,216	12,000	16,976	12,248	11,435	8,964
3	Taxes.....	1,122	550	1,382	759	559	5,158	1,015	576	451	889	331	912	436	537
4	Uncollectible bills.....	306	21	107	409	.....	.....	.....	83	8	1	175	.....	15	8
5	Total electric revenue deductions.....	13,495	18,409	17,839	17,081	10,346	5,158	17,709	12,437	12,675	12,890	17,482	13,159	11,885	9,509
6	Income from electric operations.....	7,809	2,748	3,225	3,643	8,319	12,897	10	4,641	3,437	3,306	1,810	2,317	3,296	4,860
7	Income from other operations.....	.....	.....	.....	.....	.....	147,757	.....	.....	.....	.....	.....	.....	.....	.....
8	Total operating income.....	7,809	2,748	3,225	3,643	8,319	160,654	10	4,641	3,437	3,306	1,810	2,317	3,296	4,860
9	Non-operating income.....	.....	.....	45	74	.....	.....	.....	160	10	.....	.....	.....	.....	.....
10	Gross income.....	7,809	2,748	3,270	3,716	8,319	160,654	10	4,801	3,467	3,306	1,810	2,317	3,296	4,860
11	Interest on funded debt.....	.....	3,480	2,400	250	.....	101,267	.....	537	.....	.....	.....	595	.....	.....
12	Other interest deductions.....	60	1,071	2,013	.....	.....	7,464	5,197	.....	1,053	103	1,794	2,352	803	996
13	Rent deductions.....	.....	49	.....	25	.....	1,886	.....	.....	.....	.....	.....	414	.....	.....
14	All other income deductions.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	Total deductions from income.....	60	4,600	4,413	275	.....	110,616	5,197	537	1,053	103	1,794	3,361	803	996
16	Net corporate income.....	7,749	1,852	1,143	3,441	.....	50,038	5,187	4,264	2,414	3,203	3,604	1,047	2,494	3,863
17	Surplus or deficit at beginning of period.....	10,653	36,221	13,845	11,526	.....	80,131	9,948	5,267	18,997	5,010	3,266	3,717	12,491	18,146
18	Bad debts collected.....	.....	.....	7	.....	.....	.....	.....	.....	26	.....	.....	.....	.....	.....
19	Other additions to surplus.....	.....	.....	.....	2,565	.....	.....	.....	1,034	173	.....	.....	.....	.....	.....
20	Dividends declared.....	5,936	.....	.....	1,500	.....	19,565	.....	1,900	2,400	.....	30	.....	900	.....
21	Bad debts written off.....	.....	.....	125	.....	.....	501	.....	.....	125	.....	.....	.....	.....	.....
22	Realized depreciation not covered by reserves.....	.....	306	13,051	1,353	.....	35,694	.....	1,832	810	.....	.....	7,599	.....	.....
23	Other deductions from surplus.....	.....	.....	149	.....	.....	.....	.....	.....	95	.....	.....	.....	.....	.....
24	Surplus or deficit at close of period.....	12,470	39,079	615	14,649	.....	74,409	15,135	6,832	18,179	8,213	6,900	4,926	14,084	22,009

<sup>4</sup> Income and corporate surplus or deficit accounts incomplete.

<sup>5</sup> Includes \$6518 net debit resulting from changes in fixed capital accounts after examination by the Commission's examiners and engineers.



TABLE 301: BALANCE SHEET, ELECTRICAL CORPORATIONS (CLASS B), DECEMBER 31, 1914 (concluded)

The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 177.

Line No.	Item	Chasm Power Em 28 Dollars	Norwood Electric Light & Power Em 29 Dollars	Wellsville Electric Light & Power Em 30 Dollars	Port Henry Light & Power Em 31 Dollars	Port Jefferson Electric Light Em 32 Dollars	Mount Morris Illuminating Em 33 Dollars	West Branch Light & Power Em 34 Dollars	East Aurora Light Em 35 Dollars	Ulster Electric Light & Power Em 36 Dollars	Yates Electric Light & Power Em 37 Dollars	St. Lawrence International R.R. & Land Em 38 Dollars	Dunkirk Electrical Manufacturing Em 39 Dollars	General Transmission Em 40 Dollars	Wadhams & Westport El. Light & Power Em 1 Dollars
1	Cash.....	875	1,392	297	343	135	327	245	1,203	1,203	2,488	430	40	319	442
2	Other current assets.....	1,827	3,436	27,136	18,962	6,436	2,403	410	1,273	1,733	2,488	2,804	13,821	1,008	408
3	Materials and supplies.....	1,850	1,869	188	337	870	500	476	3,158	1,733	1,270	2,120	4,509	.....	.....
4	Miscellaneous investments.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	Miscellaneous electric.....	97,220	34,643	76,392	72,408	55,454	20,894	64,294	33,800	36,330	402,949	65,793	60,224	15,320	136,581
6	Fixed capital, other departments.....	.....	.....	.....	.....	10,910	.....	.....	.....	.....	748	439,856	.....	.....	.....
7	Miscellaneous temporary debits.....	.....	.....	14,921	.....	.....	.....	.....	330	211	1,588	2,065	2,224	.....	.....
8	Corporate deficit.....	.....	.....	.....	.....	.....	.....	.....	1,194	.....	.....	.....	.....	.....	.....
9	Total.....	101,851	40,553	118,844	92,050	73,856	24,124	65,426	42,630	39,851	409,101	513,122	81,030	16,647	137,381
10	Unfunded debt.....	20,865	1,302	296,869	17,554	21,713	14,907	451	1,680	1,680	9,101	16,070	22,499	211	69,000
11	Funded debt.....	22,500	.....	.....	.....	28,000	.....	50,000	15,000	.....	100,000	200,000	.....	.....	.....
12	Reserve for replacements and renewals.....	14,740	.....	.....	8,755	.....	.....	1,963	6,265	6,265	.....	270	10,731	.....	.....
13	Accrued amortization of capital.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	Other reserves and suspense credits.....	33,600	5,000	20,000	50,000	7,500	9,000	5,000	20,000	30,000	300,000	250,000	47,800	10,000	.....
15	Capital stocks.....	9,146	34,251	1,975	15,742	16,642	217	8,012	.....	1,864	.....	46,782	.....	6,436	68,381
16	Corporate surplus.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

<sup>1</sup> Includes \$22,493 representing collateral trust bonds of the American Water Works and Electric Co. of the par value of \$27,100, borrowed from that company and pledged as collateral to bank loans of the respondent company.

<sup>2</sup> Includes \$14,753 interest charged during construction period, held in suspense.

TABLE 302: INCOME AND CORPORATE SURPLUS OR DEFICIT ACCOUNTS, ELECTRICAL CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914 (concluded)

Figures in italics denote losses during year and deficits.  
The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 177.

Line No.	Item	Chasm Power Em 28 Dollars	Norwood Electric Light & Power Em 29 Dollars	Wellsville Electric Light & Power Em 30 Dollars	Port Henry Light & Power Em 31 Dollars	Port Jefferson Electric Light Em 32 Dollars	Mount Morris Illuminating Em 33 Dollars	West Branch Light & Power Em 34 Dollars	East Aurora Light Em 35 Dollars	Ulster Electric Light & Power Em 36 Dollars	Yates Electric Light & Power Em 37 Dollars	St. Lawrence International R.R. & Land Em 38 Dollars	Dunkirk Electrical Manufacturing Em 39 Dollars	General Transmission Em 40 Dollars	Wadhams & Westport El. Light & Power Em 1 Dollars
1	Electric operating revenues.....	13,894	13,888	13,861	13,653	13,016	12,238	12,163	11,298	11,089	10,639	10,460	10,323	5,751	26,767
2	Electric operating expenses.....	5,947	10,505	7,776	7,757	11,308	10,721	8,212	10,247	8,943	6,669	7,077	8,967	4,172	5,102
3	Taxes.....	871	752	586	619	246	403	302	454	225	593	420	49	41	910
4	Uncollectible bills.....	.....	.....	.....	102	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	Total electric revenue deductions.....	6,818	11,267	8,362	8,478	11,553	11,124	8,514	10,701	9,169	7,263	7,497	9,015	4,213	6,002
6	Income from electric operations.....	7,076	2,621	5,499	5,176	1,463	1,134	3,649	597	1,920	3,376	2,963	1,308	1,518	20,765
7	Income from other operations.....	.....	.....	.....	.....	2,274	.....	.....	.....	.....	.....	2,242	90	.....	.....
8	Total operating income.....	7,076	2,621	5,499	5,176	3,737	1,134	3,649	597	1,920	3,376	5,205	1,218	1,518	20,765
9	Non-operating income.....	.....	.....	.....	462	.....	.....	100	42	26	373	.....	.....	.....	.....
10	Gross income.....	7,076	2,621	5,499	5,638	3,737	1,134	3,749	638	1,946	3,749	5,205	1,218	1,518	20,765
11	Interest on funded debt.....	1,350	.....	.....	.....	1,400	.....	2,500	900	.....	5,000	10,000	.....	.....	3,800
12	Other interest deductions.....	1,441	.....	3,578	1,163	579	720	30	48	55	45	367	1,258	.....	.....
13	Rent deductions.....	.....	.....	.....	.....	.....	.....	50	21	27	.....	591	.....	.....	.....
14	All other income deductions.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	Total deductions from income.....	2,791	.....	3,578	1,163	1,979	720	2,580	969	83	5,045	10,958	1,258	.....	3,800
16	Net corporate income.....	4,285	2,621	1,921	4,475	1,758	414	1,169	331	1,864	1,295	5,752	41	1,518	16,965
17	Surplus or deficit at beginning of period.....	4,861	31,630	2,554	11,267	14,884	508	7,924	888	1,645	292	42,535	2,193	4,918	77,816
18	Bad debts collected.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19	Other additions to surplus.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20	Dividends declared.....	.....	.....	2,500	.....	.....	540	.....	45	.....	.....	10,000	.....	.....	10,000
21	Bad debts written off.....	.....	.....	.....	.....	.....	165	.....	20	.....	.....	.....	.....	.....	20
22	Realized depreciation not covered by reserves.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
23	Other deductions from surplus.....	.....	.....	.....	.....	.....	.....	71,081	.....	.....	.....	.....	.....	.....	11,254,400
24	Surplus or deficit at close of period.....	9,146	34,251	1,975	15,742	16,642	217	8,012	1,194	1,864	1,588	46,782	2,234	6,436	68,381

<sup>1</sup> So reported though not the sum of the items given.

<sup>2</sup> Adjustment of errors during former periods.

<sup>3</sup> Amount retained by former owners.

<sup>4</sup> Interest waived by bondholders.

<sup>5</sup> Profits withdrawn from business by owner.

<sup>6</sup> Includes \$17,400 unaccounted for difference between the surplus as shown by the reported statement of assets and liabilities and the surplus reached by adding the net results of the year's transactions, as reported, to the surplus at the close of the preceding year as given in that year's annual report; and \$8000 reported as "Notes retired" although no adequate explanation of such a charge to surplus has been made.

TABLE 304: FIXED CAPITAL, ELECTRICAL CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914

So far as fixed capital costs have been classified according to the prescribed Uniform System of Accounts now effective, the net change during the year and the balance at the close of the year in each primary account are shown in Table 304 as reported. The book accounts representing fixed capital installed prior to December 31, 1908, have in most cases not yet been required by the Commission to be re-classified according to the now effective system, and where for this or any other reason expenditures are not so classified, the total is shown against the captions "Undistributed book value" and "Other fixed capital not classified by prescribed accounts". The amounts shown as "Balance at close of year" will not in all cases equal the sum of the "Net increase during year" added to the balance given in the abstracts for 1913. This is due to corrections, adjustments, and transfers which are not considered part of the year's transactions, but which have been shown in the current report of the corporation concerned as though they had been recorded in the figures for the previous year.

Figures in *italics* denote *decreases* or *credit balances*.  
The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 177.

Line No.	Name of account	Kanes Falls Electric Em 1	Warwick Valley Light & Power Em 2	Massena Electric Light & Power Em 3	East Hampton Electric Light Em 4	Broadalbin Electric Light & Power Em 5	Chatham Electric Light, Heat & Power Em 6	Murray Electric Light & Power Em 7	Consolidated Light & Power, Whitehall Em 8	Line No.
		Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	
1	Classified by prescribed accounts:									1
2	Land devoted to electric operations:									2
3	Intangible electric capital:									3
4	Organization:									4
5	Franchises, electric:									5
6	Patent-rights, electric:									6
7	Other intangible electric capital:									7
8	Direct expenditures for tangible electric capital:									8
9	General structures:	439	439	223	1,521	223	1,521	223	1,521	9
10	Dams, canals, and pipe lines:	5,563	53,522	577	1,521	577	1,521	577	1,521	10
11	Power plant buildings:	5,699	34,009							11
12	Furnaces, boilers, and accessories:	2,670	2,670							12
13	Steam engines:	43	43							13
14	Turbines and water-wheels:	2,749	16,029							14
15	Gas producers and accessories:									15
16	Gas engines:	174	11,713							16
17	Electric generators:	383	17,729	258	258					17
18	Accessory electric power equipment:	410	488							18
19	Miscellaneous power plant equipment:									19
20	Sub-station buildings:	39	455							20
21	Poles and fixtures:	987	32,829	158	1,727					21
22	Underground conduits:									22
23	Transmission system:	657	20,746							23
24	Distribution system:	2,199	8,157	88	657					24
25	Line transformers and devices:	1,422	6,722	446	1,339					25
26	Electric transformers:	1,161	3,099	733	446					26
27	Electric meters:	1	1	1,350	614					27
28	Electric meter installation:	14	20							28
29	Municipal street lighting system, electric:	363	393	1,786	1,361					29
30	Commercial arc lamps:			1,428	1,361					30
31	Glow lamps:									31
32	Electric motors and heaters:									32
33	Electric tools and implements:			19	81					33
34	Electric laboratory equipment:			62	62					34
35	Other tangible electric capital:	898	37,414							35
36	General expenditures for electric fixed capital:									36
37	Engineering and superintendence:	1,919	4,323							37
38	Law expenditures during construction:	136	856							38
39	Injuries during construction:									39
40	Taxes during construction:									40
41	Interest during construction:									41
42	Miscellaneous construction expenditures:									42
43	Totals classified by prescribed accounts:	31,063	327,876	5,317	11,171	5,317	11,171	5,317	11,171	43
44	Not classified by prescribed accounts:									44
45	Undistributed book value:			70,059						45
46	Other fixed capital not classified by prescribed accs.									46
47	Totals not classified by prescribed accounts:			70,059						47
48	Total fixed capital, electric:	31,063	327,876	5,317	11,171	5,317	11,171	5,317	11,171	48
49	Total fixed capital, other departments:									49
50	Grand total fixed capital:	31,063	327,876	5,317	11,171	5,317	11,171	5,317	11,171	50



TABLE 304: FIXED CAPITAL, ELECTRICAL CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914 (continued)

So far as fixed capital costs have been classified according to the prescribed Uniform System of Accounts now effective, the net change during the year and the balance at the close of the year in each primary account are shown in Table 304 as reported. The book accounts representing fixed capital installed prior to December 31, 1908, have in most cases not yet been required by the Commission to be re-classified according to the now effective system, and where for this or any other reason expenditures are not so classified, the total is shown against the captions "Undistributed book value," and "Other fixed capital not classified by prescribed accounts." Other fixed capital not classified by prescribed accounts in the abstracts for 1913, "This is due to corrections, adjustments, and transfers which are not considered part of the year's transactions, but which have been shown in the current report of the corporation concerned as though they had been recorded in the figures for the previous year."

Figures in *italics* denote *decreases or credit balances*.  
The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914, for their names in alphabetic order and their ranking on the basis of operating revenues see page 177.

Line No.	Name of account	Dutchess Light, Heat & Power, Rhinebeck Em 9		Northern Wayne Electric Light & Power Em 10		Cattaraugus County Lighting <sup>1</sup> Em 11		Ellenville Electric Em 12		Riverhead Electric Light Em 13		Southern New York Power Em 14		Katonah Lighting Em 15		Deposit Electric Em 16		Line No.
		Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	
1	Classified by prescribed accounts:																	1
2	Land devoted to electric operations:																	2
3	Intangible electric capital:																	3
4	Organizations:																	4
5	Franchises, electric:		1,050		308		615						504					5
6	Patent-rights, electric:																	6
7	Other intangible electric capital:		250															7
8	Direct expenditures for tangible electric capital:																	8
9	General structures:	92	1,966	250	1,018	21	96	495	1,020			758	1,433	611	320	356	745	9
10	Dams, canals, and pipe lines:	81	4,677	2	2	5	4,959					99	4,092	22,001	2,637	1,753	1,753	10
11	Power plant buildings:	4	10,248			107	14,385			3,240	3,240	207	4,305	13,653	1,021	2,657	2,657	11
12	Furnaces, boilers, and accessories:	47	3,450			554	11,155			275	358		4,640	7,210	793	6,027	6,027	12
13	Steam engines:																	13
14	Turbines and water-wheels:																	14
15	Gas producers and accessories:																	15
16	Gas engines:																	16
17	Electric generators:	18	3,163		1,740	10	7,303			2,493	2,493	30	3,216	3,970	4,787	5,037	5,037	17
18	Accessory electric power equipment:	193	2,096		611	23	2,326			1,021	1,021	130	2,412	2,185	1,051	1,692	1,692	18
19	Miscellaneous power plant equipment:		405			21	525	6,976	6,976		111	169	680	19	218	118	1,602	19
20	Sub-station equipment:	477	5,979	525	4,046													20
21	Poles and fixtures:			4	13,322	172	2,504	1,480	1,563	1,338	1,338	50	3,630	2,088	13,368	372	562	21
22	Underground conduits:																	22
23	Transmission system:			8	6,360													23
24	Distribution system:	784	10,777	743	6,301	377	2,154	102	1,879	3,671	3,671	46	3,562	2,329	20,017	77	2,750	24
25	Line transformers and devices:	825	6,269	1,203	5,341	1,187	3,993	120	1,444	435	1,698		3,277	705	5,698	135	607	25
26	Electric services:	487	5,316	386	5,810			132	1,245			368	4,152	1,777	1,658	177	1,292	26
27	Electric meters:	373	3,952	633	5,670	68	2,659	298	2,804	509	3,596		5,875	415	4,608	419	2,761	27
28	Electric meter installation:	87	1,009	34	318				301									28
29	Municipal street lighting system, electric:	253	6,213	244	2,907	66	1,421	122	825	3,957	3,957		1,564	55	1,102	296	1,397	29
30	Commercial arc lamps:																	30
31	Glow lamps:																	31
32	Electric motors and heaters:																	32
33	Electric tools and implements:							18	50						115	2	61	33
34	Electric laboratory equipment:		189				153								36			34
35	Other tangible electric capital:																	35
36	General expenditures for electric fixed capital:																	36
37	Engineering and superintendence:				1,525													37
38	Law expenditures during construction:				175													38
39	Injuries during construction:																	39
40	Taxes during construction:																	40
41	Interest during construction:				3,687													41
42	Miscellaneous construction expenditures:	152			331					550	550						1,207	42
43	Totals classified by prescribed accounts:	3,723	67,193	4,048	56,754	2,742	56,267	10,279	21,132	4,458	27,044	2,152	44,791	5,394	107,295	16,640	36,902	43
44	Not classified by prescribed accounts:																	44
45	Undistributed book value:				33,000				24,223	455	12,683				13,798		137,593	45
46	Other fixed capital not classified by prescribed accounts:																	46
47	Totals not classified by prescribed accounts:																	47
48	Total fixed capital, electric:	3,723	67,193	4,048	89,754	2,742	56,267	10,279	45,355	4,003	39,727	2,152	44,791	5,394	121,093	3,589	174,495	48
49	Total fixed capital, other departments:																	49
50	Grand total fixed capital:	3,723	67,193	4,048	89,754	2,742	56,267	10,279	45,355	4,003	39,727	2,152	44,791	5,394	121,093	3,589	174,495	50

\* Report covers period January 1 to July 31, 1914; see Historical and Explanatory Statement.

TABLE 304: FIXED CAPITAL, ELECTRICAL CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914 (continued)

So far as fixed capital costs have been classified according to the prescribed Uniform System of Accounts now effective, the net change during the year and the balance at the close of the year in each primary account are shown in Table 304 as reported. The book accounts representing fixed capital installed prior to December 31, 1908, have in most cases not yet been required by the Commission to be re-classified according to the now effective system, and where for this or any other reason expenditures are not so classified, the total is shown against the captions "Undistributed book value" and "Other fixed capital not classified by prescribed accounts". The amounts shown as "Balance at close of year" will not in all cases equal the sum of the "Net increase during year" added to the balance given in the abstracts for 1913. This is due to corrections, adjustments, and transfers which are not considered part of the year's transactions, but which have been shown in the current report of the corporation concerned as though they had been recorded in the figures for the previous year.

Figures in *italics* denote decreases or credit balances.  
The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 177.

Line No.	Name of account	Goshen Light & Power Em 17	Middleport Gas & Electric Em 18	Binghamton Railway Em 19	Atlantic Light & Power Em 20	Canton Electric Light & Power Em 21	Cayadutta Generating Em 22	Cazenovia Electric Em 23	Newfane Electric Em 24	Line No.
		Net increase during year Dollars	Net increase during year Dollars	Net increase during year Dollars	Net increase during year Dollars	Net increase during year Dollars	Net increase during year Dollars	Net increase during year Dollars	Net increase during year Dollars	
		Balance at close of year Dollars	Balance at close of year Dollars	Balance at close of year Dollars	Balance at close of year Dollars	Balance at close of year Dollars	Balance at close of year Dollars	Balance at close of year Dollars	Balance at close of year Dollars	
1	Classified by prescribed accounts:									
2	Land devoted to electric operations:									
3	Intangible electric capital:									
4	Organization.....	.....	.....	.....	.....	.....	.....	.....	.....	1
5	Franchises, electric.....	.....	.....	.....	.....	.....	.....	.....	.....	2
6	Patent-rights, electric.....	.....	.....	.....	.....	.....	.....	.....	.....	3
7	Other intangible electric capital.....	.....	.....	.....	.....	.....	.....	.....	.....	4
8	Direct expenditures for tangible electric capital:									5
9	General structures.....	3,241	.....	.....	.....	.....	.....	.....	.....	6
10	Dams, canals, and pipe lines.....	746	.....	.....	.....	.....	.....	.....	.....	7
11	Power plant buildings.....	.....	.....	.....	.....	.....	.....	.....	.....	8
12	Furnaces, boilers, and accessories.....	.....	.....	.....	.....	.....	.....	.....	.....	9
13	Turbines and water-wheels.....	.....	.....	.....	.....	.....	.....	.....	.....	10
14	Gas engines.....	.....	.....	.....	.....	.....	.....	.....	.....	11
15	Electric generators.....	.....	.....	.....	.....	.....	.....	.....	.....	12
16	Accessories for power equipment.....	.....	.....	.....	.....	.....	.....	.....	.....	13
17	Miscellaneous buildings.....	.....	.....	.....	.....	.....	.....	.....	.....	14
18	Sub-station equipment.....	.....	.....	.....	.....	.....	.....	.....	.....	15
19	Poles and fixtures.....	.....	.....	.....	.....	.....	.....	.....	.....	16
20	Underground conduits.....	.....	.....	.....	.....	.....	.....	.....	.....	17
21	Transmission system.....	.....	.....	.....	.....	.....	.....	.....	.....	18
22	Line transformers and devices.....	.....	.....	.....	.....	.....	.....	.....	.....	19
23	Electric meter installation.....	.....	.....	.....	.....	.....	.....	.....	.....	20
24	Municipal street lighting system, electric.....	.....	.....	.....	.....	.....	.....	.....	.....	21
25	Municipal are lamps.....	.....	.....	.....	.....	.....	.....	.....	.....	22
26	Glower lamps.....	.....	.....	.....	.....	.....	.....	.....	.....	23
27	Electric tools and implements.....	.....	.....	.....	.....	.....	.....	.....	.....	24
28	Electric laboratory equipment.....	.....	.....	.....	.....	.....	.....	.....	.....	25
29	Other tangible electric capital.....	.....	.....	.....	.....	.....	.....	.....	.....	26
30	General expenditures for electric fixed capital:									27
31	Engineering and superintendence.....	.....	.....	.....	.....	.....	.....	.....	.....	28
32	Laboratory during construction.....	.....	.....	.....	.....	.....	.....	.....	.....	29
33	Interest during construction.....	.....	.....	.....	.....	.....	.....	.....	.....	30
34	Miscellaneous construction expenditures.....	.....	.....	.....	.....	.....	.....	.....	.....	31
35	Totals classified by prescribed accounts.....	6,957	74,169	.....	2,805	793	3,188	1,196	11,205	41
36	Not classified by prescribed accounts:									42
37	Undistributed book value.....	.....	.....	.....	.....	.....	.....	.....	.....	43
38	Other fixed capital not classified by pres. accts.....	.....	.....	.....	.....	.....	.....	.....	.....	44
39	Totals not classified by prescribed accounts.....	.....	.....	.....	.....	.....	.....	.....	.....	45
40	Total fixed capital, electric.....	6,957	74,169	.....	2,805	707	2,366	1,196	23,408	46
41	Total fixed capital, other departments.....	.....	.....	.....	.....	.....	.....	.....	.....	47
42	Grand total fixed capital.....	6,957	74,169	44,427	2,805	707	2,366	1,196	23,408	48



TABLE 304: FIXED CAPITAL, ELECTRICAL CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914 (continued)

So far as fixed capital costs have been classified according to the prescribed Uniform System of Accounts now effective, the net change during the year and the balance at the close of the year in each primary account are shown in Table 304 as reported. The book accounts representing fixed capital installed prior to December 31, 1908, have in most cases not yet been required by the Commission to be re-classified according to the now effective system, and where for this or any other reason expenditures are not so classified, the total is shown against the captions "Undistributed book value" and "Other fixed capital not classified by prescribed accounts". The amounts shown as "Balance at close of year" will not in all cases equal the sum of the "Net increase during year" as led to the balance given in the abstracts for 1913. This is due to corrections, adjustments, and transfers which are not considered part of the year's transactions, but which have been shown in the current report of the corporation concerned as though they had been recorded in the figures for the previous year.

Figures in italics denote decreases or credit balances.

The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 177.

Line No.	Name of account	Perry Electric Light Em 25	Courter Electric Em 26	Avon Electric Em 27	Chasm Power Em 28	Norwood Electric Light & Power Em 29	Wellsville Electric Light, Heat & Power Em 30	Port Henry Light, Heat & Power Em 31	Port Jefferson Electric Light Em 32	Line No.
1	Classified by prescribed accounts:									1
2	Land devoted to electric operations:									2
3	Intangible electric capital:									3
4	Organization:	39								4
5	Franchises, electric:	39								5
6	Patent-rights, electric:	8,417								6
7	Other intangible electric capital:	8,417								7
8	Direct expenditures for tangible electric capital:	22								8
9	General structures:	187								9
10	Dams, canals, and pipe lines:	4,401								10
11	Power plant buildings:	4,789	813							11
12	Furnaces, boilers, and accessories:	4,090	210							12
13	Steam engines:									13
14	Turbines and water-wheels:									14
15	Gas producers and accessories:	39								15
16	Electric generators:	4,985	1,181							16
17	Accessory electric power equipment:	1,305	50							17
18	Miscellaneous power plant equipment:	1,651	633							18
19	Sub-station buildings:	2,376								19
20	Soles and fixtures:									20
21	Underground conduits:	3,102								21
22	Transmission system:	1,117								22
23	Line transformers and devices:	2,073								23
24	Electric services:	2,632								24
25	Electric meters:	502								25
26	Municipal street lighting system, electric:									26
27	Commercial arc lamps:									27
28	Glow lamps:									28
29	Electric motors and heaters:									29
30	Electric motors and implements:									30
31	Electric laboratory equipment:									31
32	Other tangible electric capital:									32
33	General expenditures for electric fixed capital:									33
34	Engineering and superintendence:									34
35	Law expenditures during construction:									35
36	Injuries during construction:									36
37	Taxes during construction:									37
38	Interest during construction:									38
39	Miscellaneous construction expenditures:									39
40	Totals classified by prescribed accounts:	42,396	56,223	3,812	9,504	475	97,220	3,300	21,497	40
41	Not classified by prescribed accounts:									41
42	Undistributed book value:	7,340		438	45,603					42
43	Other fixed capital not classified by pres. accts:									43
44	Totals not classified by prescribed accounts:	7,340		438	45,603					44
45	Total fixed capital, electric:	35,056	56,223	3,374	55,107	475	97,220	3,300	21,497	45
46	Total fixed capital, other departments:									46
47	Grand total fixed capital:	35,056	56,223	3,374	55,107	475	97,220	3,300	21,497	47

TABLE 304: FIXED CAPITAL, ELECTRICAL CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914 (concluded)

So far as fixed capital costs have been classified according to the prescribed Uniform System of Accounts now effective, the net change during the year and the balance at the close of the year in each primary account are shown in Table 304 as reported. The book accounts representing fixed capital installed prior to December 31, 1908, have in most cases not yet been required by the Commission to be re-classified according to the now effective system, and where for this or any other reason expenditures are not so classified, the total is shown against the captions "Undistributed book value" and "Other fixed capital not classified by prescribed accounts".

The amounts shown as "Balance at close of year" will not in all cases equal the sum of the "Net increase during year" added to the balance given in the abstracts for 1913. This is due to corrections, adjustments, and transfers which are not considered part of the year's transactions, but which have been shown in the current report of the corporation concerned as though they had been recorded in the figures for the previous year.

Figures in *italics* denote *decreases or credit balances*.

Line No.	Name of account	Mount Morris Illuminating Em 33	West Branch Light & Power Em 34	East Aurora Electric Light Em 35	Ulster Electric Light, Heat & Power Em 36	Yates Electric Light & Power Em 37	St. Lawrence International El. R.R. & Land Em 38	Dunkirk Electrical Manufacturing Em 39	General Transmission Em 40	Wadhams & Westport Electric Light & Power Em 41
		Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year
		Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars
1	Classified by prescribed accounts:									
2	Land devoted to electric operations.....									
3	<i>Intangible electric capital:</i>									
4	Organization.....		1,000							
5	Franchises, electric.....									
6	Patent-rights, electric.....									
7	Other intangible electric capital.....									
8	<i>Direct expenditures for tangible electric capital:</i>									
9	General structures.....			23						
10	Dams, canals, and pipe lines.....		100	37						
11	Power plant buildings.....		17,000	193						
12	Furnaces, boilers, and accessories.....		6,503	60						
13	Steam engines.....		6,000	140						
14	Turbines and water-wheels.....		4,000	14						
15	Gas producers and accessories.....	20	2,500	1,992						
16	Gas engines.....	101								
17	Electric generators.....	1,650	1,500							
18	Accessory electric power equipment.....	346	1,158	113						
19	Miscellaneous power plant equipment.....	65	500	379						
20	Sub-station buildings.....									
21	Sub-station equipment.....									
22	Poles and fixtures.....	35	3,870	42						
23	Underground conduits.....	20								
24	Transmission system.....	35	1,400	197						
25	Line transformers and devices.....	72	1,431	61						
26	Electric services.....	42	3,245	158						
27	Electric meters.....	8	31	25						
28	Electric meter installation.....		3,750							
29	Municipal street lighting system, electric.....	405	31	240						
30	Commercial arc lamps.....		12	92						
31	Glow lamps.....	30								
32	Electric motors and heaters.....									
33	Electric tools and implements.....		18							
34	Electric laboratory equipment.....		100							
35	Other tangible electric capital.....									
36	<i>General expenditures for electric fixed capital:</i>									
37	Engineering and superintendence.....		3,000							
38	Law expenditures during construction.....									
39	Injuries during construction.....									
40	Taxes during construction.....									
41	Interest during construction.....									
42	Miscellaneous construction expenditures.....									
43	Totals classified by prescribed accounts.....	1,022	64,294	570	467	2,208	869	23	15,320	49,734
44	Not classified by prescribed accounts:									
45	Undistributed book value.....	1,629		26,488	11	35,194				
46	Other fixed capital not classified by pres. accts.....					2,171	60,000			
47	Totals not classified by prescribed accounts.....	1,629		26,488	11	35,194				
48	Total fixed capital, electric.....	607	64,294	33,800	456	402,949	869	23	15,320	86,798
49	Total fixed capital, other departments.....						1,200			
50	Grand total fixed capital.....	607	64,294	33,800	456	402,949	2,129	23	15,320	136,531



TABLE 305 a: FUNDED DEBT, ELECTRICAL CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914

The figures given are for the actually outstanding debt (i. e. securities not held by or for the issuing corporation) of the corporation as a whole. Only those corporations are included which report funded debt outstanding at some time during the year.  
 The amount shown under "Par value authorized" is the amount already legally issued and outstanding in addition to the amount which the respondent claims may be issued without further approval by state or other public authority.  
 The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 177.

Corp. No.	Name of corporation and designation of securities	Date of maturity	Interest provisions		Par value		Interest		
			Rate	Dates payable	Authorized	Actually outstanding at close of year	Accrued during year	Paid during year	Matured and unpaid at close of year
Em 1	<b>Kanes Falls Electric:</b> First mortgage 50-year bonds..... <i>Real estate mortgages:</i> Eugene L. Ashley..... Kanes Falls Pulp Co..... James C. McIntyre..... Eugene L. Ashley..... Algonquin Red Slate Co.....	1955	% 5	Feb & Aug	Dollars 178,000	Dollars 150,725	Dollars 7,516	Dollars 7,504	Dollars .....
Em 2	<b>Warwick Valley Light and Power:</b> Second mortgage 20-year bonds..... General mortgage 20-year bonds.....	1920 1930	5 5	Jan & Jul Jan & Jul	2,000 25,000	2,000 16,000	100 800	50 800	.....
Em 4	<b>East Hampton Electric Light:</b> First mortgage 25-year gold bonds.....	1935	6	Jan & Jul	60,000	60,000	3,365	3,365	.....
Em 5	<b>Broadabin Electric Light and Power:</b> Twenty-year mortgage bonds.....	1927	5	Jan & Jul	33,000	33,000	1,650	1,650	825
Em 6	<b>Chatham Electric Light, Heat and Power:</b> Thirty-year gold bonds.....	1928	5	Feb & Aug	25,000	25,000	1,250	729	.....
Em 7	<b>Murray Electric Light and Power:</b> First mortgage 12-year bonds.....	1920	5	Monthly	16,000	9,664	480	480	.....
Em 8	<b>Consolidated Light and Power, Whitehall:</b> First mortgage 20-year bonds.....	1921	5	Apr & Oct	36,000	36,000	1,800	1,800	.....
Em 13	<b>Riverhead Electric Light:</b> Seven-year debenture bonds..... Five-year debenture bonds.....	1917 1915	5 5	Apr & Oct Apr & Oct	2,300 5,000	2,300 5,000	115 250	115 250	.....
Em 15	<b>Katonah Lighting:</b> First mortgage 30-year bonds.....	1942	6	Feb & Aug	75,000	61,500	3,480	3,480	.....
Em 16	<b>Deposit Electric:</b> First mortgage 30-year bonds.....	1931	5	Jun & Dec	48,000	48,000	2,400	2,400	.....
Em 17	<b>Goshen Light and Power:</b> First and refunding 15-year mortgage bonds.....	1923	5	Jun & Dec	5,000	5,000	250	250	.....
Em 19	<b>Binghamton Railway:</b> Binghamton R.R. Co. first 30-year mortgage bonds..... Binghamton, Lestershire and Union R.R. Co. 30-year mtge. bonds..... First consolidated 30-year mortgage bonds.....	1923 1925 1931	5 5 5	Jan & Jul Jun & Dec May & Nov	900,000 250,000 2,500,000	512,000 147,000 1,395,000	25,767 7,350 68,150	25,767 7,350 68,725	<sup>2</sup> 13,413 13 2,225
Em 21	<b>Canton Electric Light and Power:</b> Sixteen-year mortgage bonds.....	1924	5	Mar & Sep	10,000	10,000	537	537	.....
Em 24	<b>Newfane Electric:</b> Mortgage.....	.....	.....	.....	4,194	4,194	.....	.....	.....
Em 25	<b>Perry Electric Light:</b> First mortgage bonds.....	1917	5	Jun & Dec	11,900	11,900	595	595	.....
Em 28	<b>Chasni Power:</b> First mortgage 12-year bonds..... Second mortgage 10-year bonds.....	1915 1916	5 6	Jan & Jul Apr & Oct	8,500 15,000	8,500 15,000	450 900	450 900	.....
Em 32	<b>Port Jefferson Electric Light:</b> Gold bonds.....	1921	5	Jan & Jul	30,000	28,000	1,400	1,400	.....
Em 34	<b>West Branch Light and Power:</b> First mortgage 20-year gold bonds.....	1926	5	Apr & Oct	50,000	50,000	2,500	2,500	.....
Em 37	<b>Yates Electric Light and Power:</b> First mortgage 30-year bonds.....	1930	5	May & Nov	100,000	100,000	5,000	5,000	.....
Em 38	<b>St. Lawrence International Electric Railroad &amp; Land:</b> First mortgage 30-year bonds.....	1932	5	Jan & Jul	200,000	200,000	10,000	<sup>1</sup> .....	.....
Grand totals.....						3,007,558	150,403	139,495	16,476

<sup>1</sup> Interest waived by bondholders.

<sup>2</sup> Presumably includes interest due January 1st.

TABLE 305 b: FUNDED DEBT ISSUED OR ASSUMED, ELECTRICAL CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914

Only those corporations are included which report funded debt actually issued or assumed during the year.  
 The date of authorization is the reported date of the final authorization necessary to the legal validity of the issue. The amount shown under "Par value authorized" is the amount of the particular authorization or authorizations under which the issue during the year has been made.  
 The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 177.

Corp. No.	Name of corporation and designation of securities	Interest rate	Dates		By whom authorized	Par value				
			Authorization	Maturity		Authorized	Issued or assumed during year	Issued for cash	Issued for other consideration	Average price realized per cent of par
Em 1	<b>Kanes Falls Electric:</b> First mortgage 50-year bonds..... <i>Real estate mortgages:</i> Eugene L. Ashley..... Kanes Falls Pulp Co..... James C. McIntyre..... Eugene L. Ashley..... Algonquin Red Slate Co.....	% 5	Aug 20, 1913	1955	P. S. C. 2nd Dist.....	Dollars 178,000	Dollars 775	Dollars .....	Dollars <sup>1</sup> 775	.....
Em 4	<b>East Hampton Electric Light:</b> First mortgage 25-year gold bonds.....	6	Mar 16, 1914	1935	P. S. C. 2nd Dist.....	110,500	10,500	10,500	.....	100
Em 15	<b>Katonah Lighting:</b> First mortgage 30-year bonds.....	6	Jul 8, 1912	1942	P. S. C. 2nd Dist.....	75,000	3,500	3,500	.....	100
Em 19	<b>Binghamton Railway:</b> First consolidated 30-year mtge. bonds.....	5	Jan 24, 1894	1931	Bd. of R.R. Com. of N. Y.	2,500,000	64,000	.....	64,000	.....

<sup>1</sup> Issued in payment of outstanding indebtedness.

<sup>2</sup> Assumed as part of purchase price of Algonquin Red Slate Co.

TABLE 306 a: CAPITAL STOCKS, ELECTRICAL CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914

The figures given are for the actually outstanding stocks (i. e. stocks not held by or for the issuing corporation) of the corporation as a whole. Stock not otherwise specifically described is common.

The amount shown under "Par value authorized" is the amount already legally issued and outstanding in addition to the amount which the respondent claims may be issued without further approval by state or other public authority.

The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 177.

Corp. No.	Name of corporation and class of stock	Authorized	Par value		Dividends declared during year	
			Actually issued	Actually outstanding at close of year	Rate	Amount
		<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>%</i>	<i>Dollars</i>
Em 1	Kanes Falls Electric .....	25,000	25,000	25,000	.....	.....
Em 2	Warwick Valley Light and Power .....	25,000	25,000	25,000	.....	.....
Em 3	Massena Electric Light and Power .....	50,000	50,000	50,000	.....	.....
Em 4	East Hampton Electric Light .....	47,800	47,800	47,800	.....	.....
Em 5	Broadabn Electric Light and Power .....	50,000	50,000	50,000	6	3,000
Em 6	Chatham Electric Light, Heat and Power .....	27,500	27,500	27,500	.....	.....
Em 7	Murray Electric Light and Power .....	17,000	20,000	17,000	.....	.....
Em 8	Consolidated Light and Power, Whitehall .....	75,000	75,000	75,000	.....	.....
Em 9	Dutchess Light, Heat and Power, Rhinebeck .....	60,000	53,000	53,000	.....	.....
Em 10	Northern Wayne Electric Light and Power .....	75,000	24,600	24,600	.....	.....
Em 12	Ellenville Electric .....	30,000	30,000	30,000	2	600
Em 13	Riverhead Electric Light .....	18,000	18,000	18,000	5	900
Em 14	Southern New York Power .....	42,400	42,400	42,400	14	5,936
Em 15	Katonah Lighting .....	75,000	75,000	75,000	.....	.....
Em 16	Deposit Electric .....	74,000	74,000	74,000	.....	.....
Em 17	Goshen Light and Power .....	15,000	15,000	15,000	10	1,500
Em 18	Middleport Gas and Electric .....	30,000	30,000	30,000	.....	.....
Em 19	Binghamton Railway .....	1,150,000	978,995	978,995	2	19,565
Em 20	Atlantic Light and Power .....	25,000	25,000	25,000	.....	.....
Em 21	Canton Electric Light and Power .....	38,000	38,000	38,000	5	1,900
Em 22	Cayadutta Generating .....	30,000	30,000	30,000	8	2,400
Em 23	Cazenovia Electric .....	22,000	22,000	22,000	.....	.....
Em 24	Newfane Electric .....	800	800	800	.....	.....
	Preferred .....	27,000	500	500	6	30
Em 25	Perry Electric Light .....	9,000	9,000	9,000	.....	.....
Em 26	Courter Electric .....	15,000	15,000	15,000	6	900
Em 27	Avon Electric .....	18,000	18,000	18,000	.....	.....
Em 28	Chasm Power .....	33,600	33,600	33,600	.....	.....
Em 29	Norwood Electric Light and Power .....	5,000	5,000	5,000	.....	.....
Em 30	Wellsville Electric Light, Heat and Power .....	20,000	20,000	20,000	12.5	2,500
Em 31	Port Henry Light, Heat and Power .....	50,000	50,000	50,000	.....	.....
Em 32	Port Jefferson Electric Light .....	7,500	7,500	7,500	.....	.....
Em 33	Mount Morris Illuminating .....	9,000	9,000	9,000	6	540
Em 34	West Branch Light and Power .....	5,000	5,000	5,000	.....	.....
Em 35	East Aurora Electric Light .....	20,000	20,000	20,000	.....	.....
Em 36	Uster Electric Light, Heat and Power .....	30,000	30,000	30,000	.....	.....
Em 37	Yates Electric Light and Power .....	300,000	300,000	300,000	.....	.....
Em 38	St. Lawrence International Electric Railroad & Land .....	250,000	250,000	250,000	.....	.....
Em 39	Dunkirk Electrical Manufacturing .....	47,800	47,800	47,800	.....	.....
Em 40	General Transmission .....	10,000	10,000	10,000	.....	.....
Totals .....			2,607,495	2,604,495	.....	39,771

TABLE 306 b: CAPITAL STOCKS ISSUED, ELECTRICAL CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914

Only those corporations are included which report capital stock actually issued during the year. Stock not otherwise specifically described is common.

The date of authorization is the reported date of the final authorization necessary to the legal validity of the issue. The amount shown under "Par value authorized" is the amount of the particular authorization or authorizations under which the issue during the year has been made.

The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 177.

Corp. No.	Name of corporation and securities issued	Date of authorization	By whom authorized	Par value				Average price realized per cent of par
				Authorized	Issued during year	Issued for cash	Issued for other consideration	
				<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
Em 9	Dutchess Light, Heat and Power .....	Oct 23, 1907	P. S. C. 2nd Dist .....	60,000	1,000	1,000	.....	10
Em 14	Southern New York Power .....	Apr 10, 1912	P. S. C. 2nd Dist .....	11,700	2,400	2,400	.....	10



TABLE 309: OPERATING REVENUES, ELECTRICAL CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914

Figures in *italics* denote *losses*.  
The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 177.

Line No.	Name of account	Kanes Falls Electric Em 1 Dollars	Warwick Valley Light & Power Em 2 Dollars	Massena Electric Light & Power Em 3 Dollars	East Hampton Electric Light & Power Em 4 Dollars	Broadalbin Electric Light & Power Em 5 Dollars	Chatham Electric Light & Power Em 6 Dollars	Murray Electric Light & Power Em 7 Dollars	Consolidated Light & Power Whittall Em 8 Dollars	Dutchess Light & Power Rhinebeck Em 9 Dollars	Northern Wayne Electric Light & Power Em 10 Dollars
1	Municipal street lighting, arc.....	505	3,017	2,933	3,956	1,941	3,993	3,100	1,750	4,205	5,056
2	Municipal street lighting, incandescent.....	92	.....	140	.....	.....	1,046	48	2,887	4,205	5,056
3	Lighting municipal buildings, electric.....	.....	.....	277	.....	.....	.....	.....	.....	222	84
4	Other municipal revenues.....	.....	.....	290	.....	.....	.....	.....	.....	.....	887
5	Commercial flat rate lighting.....	1,356	798	6,669	926	116	434	2,563	388	.....	.....
6	Commercial flat rate power.....	782	1,075	698	306	12	.....	306	.....	.....	.....
7	Commercial metered lighting.....	.....	14,515	10,888	17,508	13,100	14,180	14,470	15,422	14,033	10,344
8	Commercial metered power.....	7,511	1,420	2,620	1,086	5,086	3,858	1,897	1,676	2,947	4,738
9	Railroad corporations.....	21,236	3,400	.....	.....	2,007	.....	.....	.....	.....	.....
10	Other electrical corporations.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	Miscellaneous sales of current.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12	Total from sales of current.....	31,482	24,225	24,534	23,476	22,202	23,511	22,384	22,123	21,408	20,909
13	Rent of electric meters and appliances.....	.....	.....	279	.....	.....	350	1,094	1,013	.....	992
14	Electric merchandise and jobbing revenues.....	.....	2,385	1,558	1,843	1,808	.....	.....	.....	720	.....
15	Other miscellaneous electric revenues.....	.....	.....	.....	61	.....	.....	.....	.....	.....	.....
16	Total miscellaneous electric revenues.....	.....	2,385	1,837	1,904	1,808	350	1,094	1,013	720	992
17	Total electric revenues.....	31,482	26,609	26,372	25,379	24,160	23,860	23,478	23,137	22,128	21,901

Line No.	Name of account	Cattaraugus County Lighting Em 11 Dollars	Ellenville Electric Em 12 Dollars	Riverhead Electric Light Em 13 Dollars	Southern New York Power Em 14 Dollars	Katonah Lighting Em 15 Dollars	Deposit Electric Em 16 Dollars	Goshen Light & Power Em 17 Dollars	Middletown Gas & Electric Em 18 Dollars	Binghamton Railway Em 19 Dollars	Atlantic Light & Power Em 20 Dollars
1	Municipal street lighting, arc.....	.....	3,161	3,536	2,185	1,243	3,165	784	2,735	.....	.....
2	Municipal street lighting, incandescent.....	1,040	936	.....	115	.....	102	2,782	.....	.....	4,738
3	Lighting municipal buildings, electric.....	.....	100	.....	.....	.....	.....	1,119	.....	.....	.....
4	Other municipal revenues.....	.....	.....	237	.....	667	489	3,744	829	.....	.....
5	Commercial flat rate lighting.....	443	39	.....	302	.....	.....	.....	.....	.....	.....
6	Commercial flat rate power.....	60	.....	.....	.....	14,390	15,373	10,669	7,940	.....	6,201
7	Commercial metered lighting.....	2,631	14,829	16,234	14,346	3,703	1,549	1,284	7,161	514	514
8	Commercial metered power.....	8,020	2,100	1,323	4,108	.....	.....	.....	.....	.....	6,004
9	Railroad corporations.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10	Other electrical corporations.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	Miscellaneous sales of current.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12	Total from sales of current.....	12,194	21,165	21,329	21,057	20,003	20,678	20,724	18,665	.....	17,457
13	Rent of electric meters and appliances.....	.....	.....	.....	39	.....	.....	.....	.....	.....	.....
14	Electric merchandise and jobbing revenues.....	493	448	.....	189	1,154	386	.....	.....	.....	262
15	Other miscellaneous electric revenues.....	.....	.....	.....	20	.....	.....	.....	.....	.....	.....
16	Total miscellaneous electric revenues.....	493	448	.....	247	1,154	386	.....	.....	.....	262
17	Total electric revenues.....	12,686	21,613	21,329	21,305	21,158	21,064	20,724	18,665	18,056	17,719

<sup>1</sup> Report covers period January 1 to July 31, 1914; see Historical and Explanatory Statement.

<sup>2</sup> Undistributed.

TABLE 309: OPERATING REVENUES, ELECTRICAL CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914 (concluded)

Figures in *italics* denote losses.  
The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 177.

Line No.	Name of account	Canton Electric Light & Power Em 21 Dollars	Cayadutta Generating Em 22 Dollars	Cazenovia Electric Em 23 Dollars	Newfane Electric Em 24 Dollars	Perry Electric Light Em 25 Dollars	Courier Electric Em 26 Dollars	Avon Electric Em 27 Dollars	Chasm Power Em 28 Dollars	Norwood Electric Light & Power Em 29 Dollars	Wellsville Electric Light, Heat & Power Em 30 Dollars
1	Municipal street lighting, arc.....	3,455	1,008	2,306	826	6,168	2,988	2,221	800	1,700	2,860
2	Municipal street lighting, incandescent.....	2,415	2,415	62	210	120	40	87	24	653	157
3	Lighting municipal buildings, electric.....			56	497	134	1,573	83	8,417		
4	Other municipal revenues.....	372			29		1,405		907		
5	Commercial flat rate lighting.....				6,522	7,804	7,135	9,373		6,874	7,740
6	Commercial flat rate power.....	11,122	8,834	9,001	7,422	556	1,253	2,604		317	3,025
7	Commercial metered lighting.....	1,107	3,003	720						1,658	
8	Commercial metered power.....								3,770		
9	Railroad corporations.....										
10	Other electrical corporations.....			3,653							79
11	Miscellaneous sales of current.....										
12	Total from sales of current.....	16,057	15,260	16,008	15,296	14,782	14,384	14,369	13,894	11,226	13,861
13	Rent of electric meters and appliances.....						797				
14	Electric merchandise and jobbing revenues.....	1,022	872	188	376	694				2,663	
15	Other miscellaneous electric revenues.....										
16	Total miscellaneous electric revenues.....	1,022	872	188	376	694	797			2,663	
17	Total electric revenues.....	17,078	16,131	16,195	15,672	15,476	15,182	14,369	13,894	13,888	13,861

Line No.	Name of account	Port Henry Light, Heat & Power Em 31 Dollars	Port Jefferson Electric Light Em 32 Dollars	Mount Morris Illuminating Em 33 Dollars	West Branch Light & Power Em 34 Dollars	East Aurora Electric Light Em 35 Dollars	Ulster Electric Light, Heat & Power Em 36 Dollars	Yates Electric Light & Power Em 37 Dollars	St. Lawrence International Electric R.R. & Land Em 38 Dollars	Dunkirk Electrical Manufacturing Em 39 Dollars	General Transmission Em 40 Dollars	Wadhams & Westport El. Light & Power Em 1 Dollars
1	Municipal street lighting, arc.....	1,120		1,282		2,268	735					
2	Municipal street lighting, incandescent.....	3,288		1,541	1,730		2,379		2,405		2,308	630
3	Lighting municipal buildings, electric.....	360		201	307		8				12	6
4	Other municipal revenues.....											
5	Commercial flat rate lighting.....	515	2,350	397	1,397	1,339	5,807		2,152			341
6	Commercial flat rate power.....		24	965					9			
7	Commercial metered lighting.....	8,078	9,192	7,386	6,646	7,164	2,126	5,935	5,553		2,401	3,472
8	Commercial metered power.....	115	1,450	386	1,920			4,705	6		1,010	22,218
9	Railroad corporations.....											
10	Other electrical corporations.....									10,323		
11	Miscellaneous sales of current.....						17					
12	Total from sales of current.....	13,425	13,016	12,157	12,000	10,770	11,072	10,639	10,124	10,323	5,731	26,668
13	Rent of electric meters and appliances.....								335			
14	Electric merchandise and jobbing revenues.....	229		101	163	503	17					101
15	Other miscellaneous electric revenues.....					25						
16	Total miscellaneous electric revenues.....	229		101	163	528	17		335			101
17	Total electric revenues.....	13,653	13,016	12,258	12,163	11,298	11,089	10,639	10,460	10,323	5,731	26,767



TABLE 310: OPERATING EXPENSES, ELECTRICAL CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914

Figures in italics denote credits.  
The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 177.

Line No.	Name of account	Kanes Falls Electric Em 1	Warwick Valley Light & Power Em 2	Massena Electric Light & Power Em 3	East Hampton Electric Light & Power Em 4	Broadalbin Electric Light & Power Em 5	Chatham Electric Light & Power Em 6	Murray Electric Light & Power Em 7	Consolidated Light & Power, Whitehall Em 8	Dutchess Light & Power, Rhinebeck Em 9	Northern Wayne El. Light & Power Em 10
1	Station superintendence and labor.....	Dollars 3,855	Dollars 12	Dollars	Dollars 2,696	Dollars	Dollars 2,087	Dollars 1,772	Dollars 1,819	Dollars 3,091	Dollars 882
2	Fuel for power.....	1,807	21	1,507	6,088	800	6,651	10,314	1,656	7,007	310
3	Other station supplies and expenses.....	510	1	1,510	1,137	36	1,936	477	1,440	715	166
4	Repairs power plant buildings.....	300	1	300	18	36	144	206	141	31	4
5	Repairs steam power equipment.....	123			321		1,323		119	666	
6	Repairs hydraulic power plant.....	731					91				
7	Repairs gas power plant.....										
8	Repairs power plant electric equipment.....	256	84	7	15		241	287		39	7
9	Miscellaneous station repairs.....	1	54		29		163	10		43	13
10	Electric energy from other sources.....	302	11,119	2,825		8,167			2,912		6,352
11	Total production expenses.....	7,785	11,251	2,825	10,303	8,193	12,636	13,066	6,687	11,600	7,794
12	Transmission subway rent.....										
13	Transmission repairs.....	468				72					119
14	Sub-station labor, supplies, and expenses.....	101	51								135
15	Repairs sub-station buildings.....		104				13				1
16	Repairs sub-station equipment.....	43				20					
17	Total transmission expenses.....	612	154			92	13				255
18	Electric distribution office and superintendence.....			103		800	60		785		237
19	Setting and removing meters and transformers.....		32	96		36	25	648	155	7	33
20	Distribution subway rent.....										
21	Repairs distribution mains.....	54	2,202	865	786	363	549	300	1,081	1,248	162
22	Repairs electric services.....	16		74		11	219			32	17
23	Repairs transformers.....	169	74	74	4	3			94	32	118
24	Electric meter operation and repairs.....		56	44	241	40			17	22	128
25	Total distribution expenses.....	238	2,290	1,286	1,031	1,315	874	948	2,132	11,400	699
26	Commercial arc operation.....			66							
27	Commercial arc repairs.....			26							
28	Commercial incandescent operation.....			6			471		176	231	
29	Consumers' installation expenses.....		143	28		30	73		142	21	37
30	Municipal street arc operation.....	16		289	224				47		
31	Municipal street arc repairs.....	20		57							
32	Municipal street incandescent operation.....		87	25			436	110		182	72
33	Municipal street incandescent repairs.....		15	6		43	62			79	50
34	Total utilization expenses.....	36	245	503	224	72	1,042	110	409	513	159
35	Total commercial expenses, electric.....	1,730	228	338	469	1,787	732	648	33	166	1,022
36	General administration.....	1,525	4,303	3,462	1,369	1,573	1,019	2,954	1,717	1,346	3,122
37	Insurance.....	1,138	441	21	702	448	454	392	563	246	437
38	Relief department and pensions.....										
39	Electric franchise requirements.....										
40	General amortization, electric.....	2,639		909	2,593	2,194	4,571	1,212	664	1,679	
41	Injuries to persons and property.....	190	160	877	107			31	30	125	39
42	General stationery and printing.....	253	238	585				189	131	455	285
43	Store and stable expenses.....		566	1,053		1,097			64	130	
44	Miscellaneous adjustments, balance.....			351		615					
45	Total general and miscellaneous expenses.....	5,745	5,707	7,259	4,771	5,927	6,181	4,778	3,052	3,980	3,883
46	Total operating expenses.....	16,146	19,876	12,211	16,798	17,386	21,477	19,550	12,313	17,660	13,813
47	Electric energy, in kilowatt hours:										
48	Generated.....	2,286,926			269,000		477,075	268,500	76,100	365,570	5,900
49	Purchased.....	14,160	371,100	809,280		519,900			441,280		350,000
	Sold.....	2,144,263		601,988	133,315	348,919	333,769		308,205	241,363	286,704

<sup>1</sup> Includes \$72 rent of poles.

TABLE 310: OPERATING EXPENSES, ELECTRICAL CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914 (continued)

Figures in *italics* denote *credits*.  
The corporations are named in the order of their average revenues during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 177.

[illegible]

<sup>2</sup> Report covers period January 1 to July 31, 1914; see "Historical and Explanatory Statement," *Transactions*, 1915, p. 1.

\* Estimated.  
† Depreciation not charged during 1914 on all kinds of property for the reason that "the amount of amortization already accrued is, in the judgment of the company, in excess of the actual depreciation on certain classes of its equipment".

<sup>5</sup> So reported though not the sum of the items given.

<sup>6</sup> Undistributed.



TABLE 310: OPERATING EXPENSES, ELECTRICAL CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914 (continued)

Figures in *italics* denote credits.  
The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 177.

Line No.	Name of account	Canton Electric Light & Power Em 21 Dollars	Cayadutta Generating Em 22 Dollars	Cazenovia Electric Em 23 Dollars	Newfane Electric Em 24 Dollars	Perry Electric Light Em 25 Dollars	Courier Electric Em 26 Dollars	Avon Electric Em 27 Dollars	Chasm Power Em 28 Dollars	Norwood Electric Light & Power Em 29 Dollars	Wellsville Electric Light, Heat & Power Em 30 Dollars	Line No.
1	Station superintendence and labor.....	.....	11	4,406	4,724	3,130	3,339	.....	1,750	3,956	886	1
2	Fuel for power.....	.....	.....	2,550	6,472	857	4,076	.....	.....	1,417	1,378	2
3	Other station supplies and expenses.....	.....	7	255	2,429	537	528	.....	.....	360	250	3
4	Repairs power plant buildings.....	.....	9	.....	.....	46	105	201	198	.....	402	4
5	Repairs steam power equipment.....	.....	.....	1,651	343	121	178	.....	.....	457	17	5
6	Repairs hydraulic power plant.....	.....	2	.....	56	.....	.....	.....	.....	390	.....	6
7	Repairs gas power equipment.....	.....	.....	.....	.....	258	.....	.....	.....	.....	594	7
8	Repairs power plant electric equipment.....	.....	6	.....	.....	282	.....	.....	19	210	.....	8
9	Miscellaneous station repairs.....	.....	.....	.....	.....	40	.....	5,472	.....	300	.....	9
10	Electric energy from other sources.....	4,027	6,424	.....	.....	.....	.....	.....	.....	.....	1,325	10
11	Total production expenses.....	4,027	6,458	8,862	14,024	9 8,103	8,227	5,674	1,967	7,089	4,916	11
12	Transmission subway rent.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
13	Transmission repairs.....	.....	.....	.....	.....	.....	.....	.....	685	.....	.....	13
14	Sub-station labor, supplies, and expenses.....	.....	.....	.....	.....	.....	.....	.....	72	.....	.....	14
15	Repairs sub-station buildings.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
16	Repairs sub-station equipment.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
17	Total transmission expenses.....	.....	.....	.....	.....	.....	.....	.....	757	.....	.....	17
18	Electric distribution office and superintendence.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18
19	Setting and removing meters and transformers.....	.....	.....	2,072	360	119	.....	1,098	200	500	1,282	19
20	Distribution subway rent.....	1,000	36	.....	.....	104	.....	.....	150	90	44	20
21	Repairs distribution mains.....	.....	71	.....	677	167	139	298	101	300	.....	21
22	Repairs electric services.....	.....	6	.....	.....	22	.....	.....	.....	400	87	22
23	Repairs transformers.....	.....	3	.....	.....	1	.....	.....	.....	.....	31	23
24	Electric meter operation and repairs.....	.....	99	.....	4	202	.....	18	.....	.....	13	24
25	Total distribution expenses.....	73,751	1,019	2,072	1,041	615	139	1,414	451	1,290	1,480	25
26	Commercial are operation.....	.....	403	38	88	551	158	21	222	.....	508	26
27	Commercial are repairs.....	.....	3	.....	.....	3	.....	.....	.....	.....	100	27
28	Commercial incandescent operation.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	64	28
29	Consumers' installation expenses.....	.....	56	.....	545	1,200	1,947	529	.....	1,570	.....	29
30	Municipal street are operation.....	.....	89	.....	184	741	662	256	.....	.....	.....	30
31	Municipal street are repairs.....	.....	9	.....	.....	.....	.....	.....	.....	.....	217	31
32	Municipal street incandescent operation.....	.....	243	.....	51	.....	.....	.....	.....	100	37	32
33	Municipal street incandescent repairs.....	.....	3	38	88	6	158	21	160	223	.....	33
34	Total utilization expenses.....	.....	403	38	88	551	158	21	222	1,893	.....	34
35	Total commercial expenses, electric.....	282	2,350	.....	.....	752	302	1,050	178	.....	.....	35
36	General administration.....	.....	210	1,027	.....	.....	.....	.....	836	.....	384	36
37	Insurance.....	200	240	.....	.....	.....	.....	.....	367	233	89	37
38	Relief department and pensions.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	38
39	Electric franchise requirements.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	39
40	General amortization, electric.....	2,583	1,572	.....	.....	.....	.....	.....	1,000	.....	.....	40
41	Injuries to persons and property.....	.....	88	.....	.....	.....	.....	.....	.....	.....	.....	41
42	General stationery and printing.....	.....	.....	.....	144	193	.....	21	65	.....	76	42
43	Store and stable expenses.....	.....	.....	.....	136	115	.....	.....	75	.....	.....	43
44	Miscellaneous adjustments, balance.....	.....	124	.....	764	22	.....	.....	.....	.....	323	44
45	Total general and miscellaneous expenses.....	3,718	1,986	1,027	1,824	2,226	2,609	807	2,373	233	872	45
46	Total operating expenses.....	11,778	12,216	12,000	16,976	12,248	11,435	8,964	5,947	10,505	7,776	46
47	Electric energy, in kilowatt hours:	.....	353	182,255	574,700	3 307,218	246,415	.....	2,230,418	.....	411,430	47
48	Generated.....	268,500	285,490	.....	.....	.....	.....	242,956	.....	.....	.....	48
49	Purchased.....	255,075	212,876	140,967	472,726	212,659	.....	188,064	2,076,189	209,028	207,022	49
49	Sold.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	49

<sup>2</sup> Estimated.  
<sup>3</sup> Includes \$121 freight and express, \$120 office rent, \$169 office expenses, and \$523 discount.  
<sup>4</sup> Includes \$2833 power gas from other sources.

TABLE 310: OPERATING EXPENSES, ELECTRICAL CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914 (concluded)

Figures in *italics* denote *credits*.  
The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 177.

Line No.	Name of account	Port Henry Light, Heat & Power Em 31 Dollars	Port Jefferson Light Em 32 Dollars	Mount Morris Illumi- nating Em 33 Dollars	West Branch Light & Power Em 34 Dollars	East Aurora Electric Light Em 35 Dollars	Ulster Electric Light, Heat & Power Em 36 Dollars	Yates Electric Light & Power Em 37 Dollars	St. Lawrence International Electric R.R. & Land Em 38 Dollars	Dunkirk Electric Manufac- turing Em 39 Dollars	General Transmission Em 40 Dollars	Wadhams & Westport El. Light & Power Em 41 Dollars	Line No.
1	Station superintendence and labor.....	807	7,595	1,600	1,900	1,678	1,979	2,340	1,550	1,884	.....	2,800	1
2	Fuel for power.....	907	7,595	2,207	2,924	1,739	2,907	.....	3,250	4,720	.....	.....	2
3	Other station supplies and expenses.....	390	228	2,470	330	84	425	110	84	130	.....	257	3
4	Repairs power plant buildings.....	96	.....	16	32	4	146	170	83	.....	.....	.....	4
5	Repairs steam power equipment.....	6	220	146	149	109	146	50	212	81	.....	.....	5
6	Repairs hydraulic power plant.....	30	.....	142	.....	37	.....	15	.....	.....	.....	309	6
7	Repairs gas power equipment.....	.....	.....	170	.....	.....	.....	89	43	22	.....	146	7
8	Repairs power plant electric equipment.....	10	319	202	157	99	7	.....	20	7	.....	.....	8
9	Miscellaneous station repairs.....	58	.....	.....	3	58	.....	4	.....	.....	4,064	.....	9
10	Electric energy from other sources.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
11	Total production expenses.....	2,245	10,347	4,853	5,495	3,973	5,498	2,778	5,241	6,943	4,064	3,510	11
12	Transmission subway rent.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
13	Transmission repairs.....	.....	.....	.....	68	1,088	.....	.....	88	.....	.....	.....	13
14	Sub-station labor, supplies, and expenses.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
15	Repairs sub-station buildings.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
16	Repairs sub-station equipment.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
17	Total transmission expenses.....	.....	.....	.....	68	1,088	.....	.....	88	.....	.....	68	17
18	Electric distribution office and superintendence.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18
19	Setting and removing meters and transformers.....	.....	40	47	.....	.....	469	2,598	250	.....	.....	1,195	19
20	Distribution subway rent.....	.....	.....	.....	.....	.....	30	.....	61	.....	.....	.....	20
21	Repairs distribution mains.....	148	180	152	.....	682	284	.....	129	.....	.....	.....	21
22	Repairs electric services.....	.....	60	79	1	29	75	448	12	.....	.....	.....	22
23	Repairs transformers.....	19	30	.....	.....	6	53	.....	60	.....	.....	.....	23
24	Electric meter operation and repairs.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	24
25	Total distribution expenses.....	167	310	277	1	717	911	3,048	513	.....	.....	1,196	25
26	Commercial arc operation.....	.....	.....	15	.....	.....	35	.....	.....	.....	.....	.....	26
27	Commercial arc repairs.....	.....	.....	3	.....	.....	2	.....	.....	.....	.....	.....	27
28	Commercial incandescent operation.....	.....	210	357	.....	18	188	225	.....	.....	.....	.....	28
29	Consumers' installation expenses.....	.....	.....	.....	.....	89	99	.....	140	.....	.....	98	29
30	Municipal street arc operation.....	32	.....	125	.....	.....	102	.....	.....	.....	.....	.....	30
31	Municipal street arc repairs.....	.....	.....	44	.....	.....	102	.....	.....	.....	.....	.....	31
32	Municipal street incandescent operation.....	40	.....	72	.....	380	60	.....	201	.....	.....	25	32
33	Municipal street incandescent repairs.....	.....	.....	25	104	.....	147	.....	56	.....	.....	10	33
34	Total utilization expenses.....	72	210	640	104	487	595	225	397	.....	.....	133	34
35	Total commercial expenses, electric.....	.....	.....	273	173	523	992	.....	270	.....	.....	.....	35
36	General administration.....	2,594	300	2,757	179	988	469	255	263	459	.....	.....	36
37	Insurance.....	483	80	182	139	414	536	366	152	144	25	190	37
38	Relief department and pensions.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	38
39	Electric franchise requirements.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	39
40	General amortization, electric.....	1,615	.....	1,722	1,963	1,822	25	.....	100	1,421	84	.....	40
41	Injuries to persons and property.....	.....	.....	.....	50	.....	.....	.....	.....	.....	.....	.....	41
42	General stationery and printing.....	93	60	17	41	57	.....	.....	53	.....	.....	5	42
43	Store and stable expenses.....	488	.....	.....	.....	212	103	.....	.....	.....	.....	.....	43
44	Miscellaneous adjustments, balance.....	.....	.....	.....	.....	34	.....	.....	.....	.....	.....	.....	44
45	Total general and miscellaneous expenses.....	5,273	440	4,677	2,371	3,459	947	621	568	2,023	109	195	45
46	Total operating expenses.....	7,757	11,308	10,721	8,212	10,247	8,943	6,669	7,077	8,967	4,172	5,102	46
47	Electric energy, in kilowatt hours:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	47
48	Generated.....	165,540	237,600	199,650	166,470	166,470	189,311	428,910	234,000	375,912	101,592	3,080,580	48
49	Purchased.....	134,266	180,000	179,650	111,203	106,888	167,756	.....	98,584	329,225	101,592	3,080,580	49
	Sold.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	

\* Estimated.  
10 " Nothing generated since November, 1914; since that time the power used has been furnished by the Tri-County Light and Power Co. No record, however, of kw.h. generated by respondent.

No record has been made of such energy.



TABLE 311 a: OPERATING STATISTICS, ELECTRICAL

The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in

Corp. No.	Electric energy produced or purchased during year			Electric energy disposed of during year			Rated capacity of stations at close of year	Maximum load on outgoing lines	Coal consumed per kw.h. generated	Average fuel cost per kw.h. generated	Number of flat rate consumers at close of year	Number of consumers' meters in service at close of year
	Generated		Purchased	Sold	Used by company	Lost or unaccounted for						
	By steam	By water										
	Kw.h.	Kw.h.	Kw.h.	Kw.h.	Kw.h.	Kw.h.	Kilowatts	Kilowatts	Lbs.	Cents		
Em 1	178,324	2,108,602	14,160	2,144,263	6,000	150,823	1,187	660	4.59	1.01		
Em 2			371,100								18	535
Em 3			809,280	601,988	4,972	202,320		140			150	453
Em 4	269,000			133,315	14,000	121,685	380	187	12.89	2.26	8	287
Em 5			519,900	348,919	1,720	169,261					2	672
Em 6	340,269	<sup>2</sup> 136,806		333,769		143,306		76	7.81	1.39	44	468
Em 7	268,500						300		32.85	3.84	142	284
Em 8	76,100		441,280	308,205	8,142	201,033	225	160	12.43	2.18	4	402
Em 9	365,570			241,363	19,000	105,206	175	120	11.77	1.92	68	281
Em 10	5,900		350,000	286,704			125			5.26	1	461
Em 11											10	251
Em 12			389,400	319,964	1,100						3	453
Em 13	<sup>4</sup> 225,148	<sup>4</sup> 28,142		<sup>4</sup> 162,800	<sup>4</sup> 10,000		175		<sup>4</sup> 8.90	<sup>4</sup> 2.06	20	513
Em 14	295,780			225,094	5,789	64,897	300	150	7.25	1.08	18	572
Em 15	309,080			230,769	45,531	32,779	250	30,890	9.19	1.81	43	438
Em 16				221,851			500	152			5	571
Em 17			310,600								22	318
Em 18			653,687								64	457
Em 19				<sup>4</sup> 186,368								619
Em 20				279,376	<sup>4</sup> 5,000	64,844	430		<sup>6</sup>	0.86		594
Em 21	349,220			255,075		13,425						
Em 22		<sup>353</sup>		212,876		71,727	211					324
Em 23	124,178	58,077		140,967	1,240	41,288	232	74	15.69	2.05	2	320
Em 24	297,450	277,250		472,726	25,650	76,324	775		<sup>6</sup> 8.42	2.18	95	377
Em 25	307,218			212,659	36,406	58,153	225	105	<sup>6</sup>		10	335
Em 26	246,415						150	115		1.65	24	288
Em 27			242,956	188,664		54,292					2	295
Em 28		2,230,418		2,076,189		154,229	800	650			552	None
Em 29				209,028								
Em 30	411,430			207,022	10,000	194,408	330	136	<sup>7</sup>	0.33	None	269
Em 31	20,405	145,135		124,266	6,909	34,365	150	86	16.17	4.44	24	271
Em 32	237,600			<sup>4</sup> 180,000	<sup>4</sup> 3,600	54,000	325	27,500	18.10	4.45	130	294
Em 33		199,650		179,650	2,160	17,840	120				17	226
Em 34				111,203							56	167
Em 35	<sup>8</sup> 166,470	<sup>8</sup>		106,838					<sup>8</sup>	<sup>8</sup>		
Em 36	189,311			167,756	2,625	18,930	190	94	9.29	1.54	81	57
Em 37		428,910					300					231
Em 38	234,000			98,584	118,000	17,416	670		14.34	2.51	58	187
Em 39	375,912			329,225	46,687		295	168	10.75	1.26	None	None
Em 40			101,592	101,592							None	110
IEEm 1		3,680,580		3,680,580							24	11

<sup>2</sup> Includes 57,026 kw.h. generated by both steam and water.<sup>4</sup> Estimated.<sup>5</sup> 56,893 gals. of oil were used as fuel.<sup>6</sup> 314 tons of coal and 10,362 M cu.ft. of natural gas used as fuel.<sup>7</sup> 627 tons of coal and 5177 M cu.ft. of natural gas used as fuel.<sup>8</sup> Both steam and water power are used for generation; amounts generated by each not separately reported.

## CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914

alphabetic order and their ranking on the basis of operating revenues see page 177.

Corp. No.	Name of corporation	Locality served <sup>1</sup>
Em 1	Kanes Falls Electric.....	Fort Ann*
Em 2	Warwick Valley Light and Power.....	Warwick*†
Em 3	Massena Electric Light and Power.....	Massena*†
Em 4	East Hampton Electric Light.....	East Hampton†
Em 5	Broadalbin Electric Light and Power.....	Mayfield*, Northville*, Broadalbin†, Cranberry Creek†, Vail Mills†
Em 6	Chatham Electric Light, Heat and Power.....	Chatham*, Philmont*, Ghent†
Em 7	Murray Electric Light and Power.....	Monticello*, Fallsburgh†, Thompson†
Em 8	Consolidated Electric Light and Power, Whitehall.....	Whitehall*
Em 9	Dutchess Light, Heat and Power, Rhinebeck.....	Hyde Park*, Rhinebeck*†, Rhinecliff†
Em 10	Northern Wayne Electric Light and Power.....	Red Creek*, Wolcott*, Huron†, Rose†, Sodust†
Em 11	Cattaraugus County Lighting <sup>3</sup> .....	Franklinville†
Em 12	Ellenville Electric.....	Ellenville*, Warwarsing†
Em 13	Riverhead Electric Light.....	Riverhead†, West Hampton Beach†
Em 14	Southern New York Power.....	Walton†
Em 15	Katonah Lighting.....	Bedford†
Em 16	Deposit Electric.....	Deposit*, Hancock*, Cadosia†, Hambletville†, McClure†, Oquaga Lake†, Stillsville†
Em 17	Goshen Light and Power.....	Goshen*
Em 18	Middleport Gas and Electric.....	Middleport*, Gasport†, Hartland†
Em 19	Binghamton Railway.....	Endicott*
Em 20	Atlantic Light and Power.....	Ravena*, Coeymans†, New Baltimore†
Em 21	Canton Electric Light and Power.....	Canton*
Em 22	Cayadutta Generating.....	Fonda*, Fultonville*, Glen†, Mohawk†, County of Montgomery
Em 23	Cazenovia Electric.....	Cazenovia*†
Em 24	Newfane Electric.....	Burt†, Newfane†, Oleott†
Em 25	Perry Electric Light.....	Perry*
Em 26	Courter Electric.....	Cobleskill*
Em 27	Avon Electric.....	Avon*, Caledonia*, East Avon†
Em 28	Chasm Power.....	Chateaugay*, Belmont*, Earlville*, Malone*, Burke†
Em 29	Norwood Electric Light and Power.....	Norwood*, Norfolk†
Em 30	Wellsville Electric Light, Heat and Power.....	Wellsville*
Em 31	Port Henry Light, Heat and Power.....	Port Henry*, Moriah†
Em 32	Port Jefferson Electric Light.....	Brookhaven†
Em 33	Mount Morris Illuminating.....	Mount Morris*†, Leicester†
Em 34	West Branch Light and Power.....	Hobart*, Stamford*, South Kortright†
Em 35	East Aurora Electric Light.....	East Aurora*
Em 36	Ulster Electric Light, Heat and Power.....	Saugerties*
Em 37	Yates Electric Light and Power.....	Penn Yan*, Milo†
Em 38	St. Lawrence International Electric Railroad & Land.....	Alexandria Bay*, Belle Isle†, Edgewood Park†, Point Vivian†, Rose Island†, St. Lawrence Park†
Em 39	Dunkirk Electrical Manufacturing.....	<sup>3</sup>
Em 40	General Transmission.....	Cheektowaga†
IEm 1	Wadhams and Westport Electric Light and Power.....	Westport*†, Mineville†, Wadhamst

<sup>1</sup> Names of incorporated villages are indicated by an asterisk (\*); names of towns and unincorporated villages by a dagger (†); in case of latter class, reports do not always indicate whether a company operated in town or village, or both.

<sup>3</sup> Report covers period January 1 to July 31, 1914; see Historical and Explanatory Statement.

<sup>3</sup> Sells only at wholesale to Dunkirk Distribution Co.



TABLE 311 b: STREET LIGHTING STATISTICS, ELECTRICAL CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914

Only those corporations are included which report street lighting.  
The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetical order and their ranking on the basis of operating revenues see page 177.

Corp. No.	Name of corporation	Locality served <sup>1</sup>	Hours burned per year	Schedule	Arc lamps at close of year <sup>2</sup>			Incandescent lamps at close of year		
					Number	Lamp terminal, watts	Price per lamp per year	Number	Candle-power	Price per lamp per year
Em 1	Kanes Falls Electric.....	Fort Ann*.....	4,380	12 hours per day.....	.....	.....	Dollars	22	.....	Dollars
Em 2	Warwick Valley Light and Power..	Warwick*†.....	4,000	All night.....	.....	.....	.....	163	32	25.00
								7	32	15.00
								7	350	Free
Em 3	Massena Electric Light and Power..	Massena*.....	3,000	.....	53	320	55.00	10	32	90.00
Em 4	East Hampton Electric Light.....	East Hampton†.....	.....	All night.....	.....	.....	.....	240	24	15.50
Em 5	Broadalbin Electric Light and Power.	Mayfield*.....	1,825	1 hr. after sunset to midnight.....	.....	.....	.....	38	4	20.00
		Northville*.....	1,825	1 hr. after sunset to midnight.....	.....	.....	.....	69	4	12.00
		Broadalbin†.....	1,825	½ hr. after sunset to 11:30 p. m.....	.....	.....	.....	58	4	12.00
Em 6	Chatham Electric Light, Heat and Power.	Chatham*.....	.....	All night.....	.....	.....	.....	12	200	11.76
		Philmont*.....	.....	All night.....	.....	.....	.....	101	60	37.50
		Ghent†.....	.....	All night.....	.....	.....	.....	102	60	15.60
Em 7	Murray Electric Light and Power..	Monticello*.....	4,000	All night.....	.....	.....	.....	33	32	7.80
Em 8	Consolidated Electric Light and Power, Whitehall.	Whitehall†.....	4,000	All night.....	20	500	75.00	200	32	15.60
Em 9	Dutchess Light, Heat and Power, Rhinebeck.....	Rhinebeck*.....	4,000	All night.....	.....	.....	.....	140	60	18.00
		Hyde Park†.....	4,000	All night.....	.....	.....	.....	127	32	20.00
			.....	All night.....	.....	.....	.....	41	32	20.00
			.....	All night.....	.....	.....	.....	2	32	28.00
Em 10	Northern Wayne Electric Light and Power.	Rhinebeck†.....	4,000	All night.....	.....	.....	.....	46	32	20.00
		Red Creek*.....	4,000	All night.....	.....	.....	.....	45	32	22.50
		Wolcott*.....	4,000	All night.....	.....	.....	.....	105	32	22.50
		Roset†.....	2,100	Until midnight.....	.....	.....	.....	51	32	20.00
Em 11	Cattaraugus County Lighting.....	Sodus†.....	4,000	All night.....	.....	.....	.....	38	32	20.00
Em 12	Ellenville Electric.....	Franklinville*.....	2,300	All night.....	.....	.....	.....	120	60	15.00
		Ellenville*.....	4,000	All night.....	58	450	54.50	15	40	18.00
		Napanoch†.....	4,000	All night.....	.....	.....	.....	39	40	18.00
Em 13	Riverhead Electric Light.....	Riverhead†.....	4,380	½ hr. after sundown to ½ hr. before sunrise.....	.....	.....	.....	111	32	18.00
		West Hampton†.....	4,380	½ hr. after sundown to ½ hr. before sunrise.....	.....	.....	.....	86	32	20.00
Em 14	Southern New York Power.....	Walton†.....	2,000	Dusk to 1 a. m.....	.....	.....	.....	177	32	12.34
Em 15	Katonah Lighting.....	Katonah*.....	.....	All night.....	.....	.....	.....	29	32	18.00
		Bedford Hills.....	.....	All night.....	.....	.....	.....	45	32	18.00
Em 16	Deposit Electric.....	Deposit*.....	.....	Moonlight.....	.....	.....	.....	68	32	15.00
		Cadozia†.....	.....	Moonlight.....	.....	.....	.....	23	200	37.50
		Hancock†.....	.....	Moonlight.....	.....	.....	.....	12	32	15.00
			.....	Moonlight.....	.....	.....	.....	36	32	15.00
			.....	Moonlight.....	.....	.....	.....	19	200	37.50
			.....	Moonlight.....	.....	.....	.....	6	350	65.00
Em 17	Goshen Light and Power.....	Goshen*.....	.....	All night.....	12	500	74.64	156	25	18.00
Em 18	Middleport Gas and Electric.....	Middleport*.....	.....	All night.....	37	240	60.00	27	80	20.00
Em 19	Binghamton Railway.....	Endicott*.....	.....	All night.....	25	475	75.00	45	100	24.65
Em 20	Atlantic Light and Power.....	Ravena*.....	4,015	All night.....	.....	.....	.....	113	40	20.00
		Coeymans†.....	4,015	All night.....	.....	.....	.....	65	40	20.00
		New Baltimore†.....	4,015	All night.....	.....	.....	.....	50	40	20.00
Em 21	Canton Electric Light and Power..	Canton*.....	.....	Until 1:30 a. m.....	41	66	55.00	.....	.....	.....
			.....	All night.....	.....	.....	.....	52	50	22.50
			.....	All night.....	.....	.....	.....	5	50	15.00
Em 22	Cayadutta Generating.....	Fonda.....	4,000	All night.....	6	400	63.00	92	40	16.00
		Fultonville*.....	4,000	All night.....	6	400	63.00	59	40	16.00
		Glen†.....	4,000	All night.....	1	400	63.00	.....	.....	.....
		Mohawk†.....	4,000	All night.....	2	400	63.00	.....	.....	.....
		County of Montgomery.....	4,000	All night.....	1	400	63.00	.....	.....	.....
Em 23	Cazenovia Electric.....	Cazenovia*.....	.....	Freund.....	.....	.....	.....	96	80	24.00
Em 25	Perry Electric.....	Perry*.....	4,000	All night.....	62	462	84.96	27	80	38.04
			4,000	All night.....	.....	.....	.....	1	32	18.00
Em 26	Courter Electric.....	Cobleskill*.....	4,000	All night.....	.....	.....	.....	102	60	25.00
			.....	All night.....	.....	.....	.....	20	100	25.00
Em 27	Avon Electric.....	Avon*.....	2,400	Until 1 a. m.....	.....	.....	.....	1	350	25.00
			.....	.....	.....	.....	.....	23	350	48.64
			.....	.....	.....	.....	.....	4	200	28.08
			.....	.....	.....	.....	.....	56	40	13.71
			.....	.....	.....	.....	.....	12	250	40.00
Em 28	Chasm Power.....	Chateaugay*.....	.....	Nine hours.....	.....	.....	.....	70	4	11.42
Em 29	Norwood Electric Light and Power.	Norwood*.....	3,650	All night.....	35	.....	50.00	8	250	12.50
		Norfolk†.....	.....	Moonlight.....	.....	.....	.....	70	40	10.00
Em 30	Wellsville Electric Light, Heat and Power.	Wellsville*.....	4,000	All night.....	30	.....	80.00	29	40	18.00
Em 31	Port Henry Light, Heat and Power.	Port Henry*.....	4,000	All night.....	16	425	70.00	100	32	19.50
Em 32	Port Jefferson Electric Light.....	Moriah†.....	4,000	All night.....	.....	.....	.....	71	32	19.50
Em 33	Mount Morris Illuminating.....	Brookhaven†.....	3,650	All night.....	.....	.....	.....	3	20	6.00
		Mount Morris*.....	.....	1 hr. after sunset until 1:30 a. m.....	.....	.....	.....	43	400	57.00
			.....	1:30 a. m. until daylight.....	.....	.....	.....	12	50	15.00
			.....	1 hr. after sunset until 1:30 a. m.....	.....	.....	.....	11	50	15.00
			.....	1 hr. after sunset until 1:30 a. m.....	.....	.....	.....	1	400	57.00
Em 34	West Branch Light and Power....	Leicester†.....	.....	1 hr. after sunset until 1:30 a. m.....	.....	.....	.....	1	400	57.00
		Mount Morris†.....	.....	Until midnight.....	.....	.....	.....	78	32	15.00
Em 35	East Aurora Electric Light.....	Hobart*.....	2,190	Until midnight.....	.....	.....	.....	38	32	15.00
Em 36	Ulster Electric Light and Power...	East Aurora*.....	2,190	Until midnight.....	.....	.....	.....	148	60	15.00
		Saugerties*.....	3,890	Moonlight until 1 a. m.....	.....	.....	.....	.....	.....	.....
			.....	All night.....	3	450	70.00	183	48	13.00
			.....	All night.....	5	715	75.00	.....	.....	.....
Em 38	St. Lawrence International Electric Railroad & Land.	Saugerties†.....	3,890	All night.....	2	715	75.00	.....	.....	.....
		Alexandria Bay*.....	2,700	All night for 3 months; until 1 a. m. for 9 months.....	.....	.....	.....	54	200	45.00
Em 40	General Transmission.....	Cheektowaga†.....	3,948	All night.....	.....	.....	.....	3	25	7.30
Em 1	Wadhams and Westport Electric Light and Power.	Westport*.....	.....	Moonlight until midnight.....	.....	.....	.....	129	40	17.00
			.....	Moonlight until midnight.....	.....	.....	.....	70	32	9.00

<sup>1</sup> Names of incorporated villages are indicated by an asterisk (\*); names of towns and unincorporated villages by a dagger (†); in case of latter class, reports do not always indicate whether a company operated in town or village, or both.  
<sup>2</sup> All arc lamps are enclosed type except as noted.

<sup>3</sup> Lamps are 60-watts.

<sup>4</sup> Lamps are 40-watts.

<sup>5</sup> Report covers period January 1 to July 31, 1914; see Historical and Explanatory Statement.

TABLE 314: ACCIDENTS TO PERSONS, ELECTRICAL CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914

The corporations are named in the order of their average revenues from electric operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 177.

Corp. No.	Name of corporation	Average number of employees	Employees		Other persons	
			Killed	Injured	Killed	Injured
Em 1	Kanes Falls Electric.....	22	.....	1	.....	.....
Em 2	Warwick Valley Light and Power.....	8	.....	.....	.....	.....
Em 3	Massena Electric Light and Power.....	10	1	2	.....	.....
Em 4	East Hampton Electric Light.....	6	.....	.....	.....	.....
Em 5	Broadalbin Electric Light and Power.....	7	.....	.....	.....	.....
Em 6	Chatham Electric Light, Heat and Power.....	6	.....	.....	.....	.....
Em 7	Murray Electric Light and Power.....	9	.....	.....	.....	.....
Em 8	Consolidated Light and Power, Whitehall.....	7	.....	.....	.....	.....
Em 9	Dutchess Light, Heat and Power, Rhinebeck.....	10	.....	.....	.....	.....
Em 10	Northern Wayne Electric Light and Power.....	6	.....	.....	.....	.....
Em 11	Cattaraugus County Lighting 1.....	9	.....	.....	.....	.....
Em 12	Ellenville Electric.....	4	.....	.....	.....	.....
Em 13	Riverhead Electric Light.....	7	.....	1	.....	.....
Em 14	Southern New York Power.....	7	.....	.....	.....	.....
Em 15	Katonah Lighting.....	9	.....	.....	.....	.....
Em 16	Deposit Electric.....	8	.....	.....	.....	.....
Em 17	Goshen Light and Power.....	4	.....	1	.....	.....
Em 18	Middleport Gas and Electric.....	5	.....	.....	.....	.....
Em 19	Binghamton Railway.....	4	.....	2	.....	.....
Em 20	Atlantic Light and Power.....	5	.....	.....	.....	.....
Em 21	Canton Electric Light and Power.....	3	.....	.....	.....	.....
Em 22	Cayadutta Generating.....	3	.....	.....	.....	.....
Em 23	Cazenovia Electric.....	9	.....	.....	.....	.....
Em 24	Newfane Electric.....	.....	.....	.....	.....	.....
Em 25	Perry Electric Light.....	8	.....	1	.....	.....
Em 26	Courter Electric.....	5	.....	.....	.....	.....
Em 27	Avon Electric.....	3	.....	.....	.....	.....
Em 28	Chasm Power.....	6	.....	.....	.....	.....
Em 29	Norwood Electric Light and Power.....	5	.....	.....	.....	.....
Em 30	Wellsville Electric Light, Heat and Power.....	4	.....	.....	.....	.....
Em 31	Port Henry Light, Heat and Power.....	5	.....	.....	.....	.....
Em 32	Port Jefferson Electric Light.....	4	.....	.....	.....	.....
Em 33	Mount Morris Illuminating.....	4	.....	.....	.....	.....
Em 34	West Branch Light and Power.....	3	.....	.....	.....	.....
Em 35	East Aurora Electric Light.....	.....	.....	.....	.....	.....
Em 36	Ulster Electric Light, Heat and Power.....	5	.....	1	.....	.....
Em 37	Yates Electric Light and Power.....	8	.....	.....	.....	.....
Em 38	St. Lawrence International Electric Railroad & Land.....	5	.....	.....	.....	.....
Em 39	Dunkirk Electrical Manufacturing.....	6	.....	.....	.....	.....
Em 40	General Transmission.....	2	.....	.....	.....	.....
IEEm 1	Wadhams and Westport Electric Light and Power.....	6	.....	.....	.....	.....
Totals.....		245	1	9	.....	.....

<sup>1</sup> Report covers period January 1 to July 31, 1914; see Historical and Explanatory Statement.

<sup>2</sup> "No salaried employees."





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## ELECTRICAL AND GAS CORPORATIONS (CLASS B)

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Electrical and Gas Corporations of Class B are those whose operating revenues for the three years next preceding that covered by the latest annual report to the Commission have averaged between \$25,000 and \$10,000 per annum in either the Electric department or the Gas department. The figures following the name give the order in which the corporation appears in the tables.

Bath Electric and Gas Light Company.....	EGm 3	Granville Electric and Gas Company.....	EGm 4
Dansville Gas and Electric Company, The.....	EGm 2	Norwich Gas and Electric Company, The.....	EGm 1
Fort Plain Gas and Electric Light, Heat and Power Company.....	EGm 5	Warsaw Gas and Electric Company <sup>1</sup> .....	EGm 6

<sup>1</sup> This corporation, while having average revenues below \$10,000 per annum in both the Electric department and the Gas department, made its report on the form provided for corporations in Class B, and is therefore included in this list.

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## UNINCORPORATED ELECTRIC AND GAS PLANT (CLASS B)

Wappingers Falls (Garner Print Works and Bleachery)..... IEGm 1





TABLE 301: BALANCE SHEET, ELECTRICAL AND GAS CORPORATIONS (CLASS B), DECEMBER 31, 1914

The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 199.

L. No.	Item	Norwich Gas & Electric EGm 1	Dansville Gas & Electric EGm 2	Bath Electric & Gas Light EGm 3	Granville Electric & Gas EGm 4	Fort Plain Gas & El. Lt., Ht. & Pr. EGm 5	Warsaw Gas & Electric EGm 6	Wappingers Falls IEGm 1	Rank
		<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Cash.....	954	538	860	180	23,545	1,391	.....	1
2	Other current assets.....	8,556	4,789	5,984	14,872	1,865	3,210	5,013	2
3	Materials and supplies.....	5,987	3,478	3,248	4,568	615	4,232	1,183	3
4	Miscellaneous investments.....	.....	.....	.....	.....	.....	750	.....	4
5	Fixed capital, electric.....	173,956	<sup>1</sup> 194,485	177,151	145,141	30,416	35,713	20,197	5
6	Fixed capital, gas.....	161,243	<sup>1</sup> 14,271	102,619	63,786	14,927	12,265	.....	6
7	Fixed capital, other departments.....	1,266	.....	.....	.....	.....	.....	.....	7
8	Miscellaneous temporary debits.....	38,520	269	513	<sup>2</sup> 110,807	.....	2,827	757	8
9	Corporate deficit.....	.....	.....	2,439	16,037	.....	3,914	3,497	9
10	Total.....	390,483	217,829	292,814	355,392	71,368	64,302	30,647	10
11	Unfunded debt.....	19,076	15,038	35,312	91,393	11,824	14,302	.....	11
12	Funded debt.....	240,000	91,000	140,000	163,500	.....	.....	.....	12
13	Reserve for replacements and renewals.....	.....	.....	.....	.....	.....	.....	.....	13
14	Accrued amortization of capital.....	15,410	10,000	1,502	.....	4,642	.....	988	14
15	Other reserves and suspense credits.....	4,553	318	16,000	499	3,599	.....	.....	15
16	Capital stocks.....	100,000	79,700	100,000	100,000	51,000	50,000	<sup>3</sup> 29,659	16
17	Corporate surplus.....	11,444	21,773	.....	.....	303	.....	.....	17

<sup>1</sup> Fixed capital December 31, 1908, not separated as between Electric and Gas departments; such capital amounting to \$174,129 is here included with fixed capital, electric.

<sup>2</sup> Includes \$109,722 intangible assets held in suspense under the book title "Franchises".

<sup>3</sup> Investment in plant.

TABLE 302: INCOME AND CORPORATE SURPLUS OR DEFICIT ACCOUNTS, ELECTRICAL AND GAS CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914

Figures in *italics* denote losses during year and deficits.

The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 199.

L. No.	Item	Norwich Gas & Electric EGm 1	Dansville Gas & Electric EGm 2	Bath Electric & Gas Light EGm 3	Granville Electric & Gas EGm 4	Fort Plain Gas & El. Lt., Ht. & Pr. EGm 5	Warsaw Gas & Electric EGm 6	Wappingers Falls <sup>3</sup> IEGm 1	Rank
		<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Electric operating revenues.....	31,235	25,678	17,333	20,063	20,039	12,307	16,337	1
2	Electric operating expenses.....	20,739	19,669	10,317	14,958	10,179	12,691	11,466	2
3	Taxes assigned to electric operations.....	1,336	696	630	1,004	864	480	168	3
4	Uncollectible bills, electric.....	315	274	.....	2	.....	.....	118	4
5	Total electric revenue deductions.....	22,389	20,638	10,947	15,963	11,043	13,171	11,752	5
6	Income from electric operations.....	8,846	5,040	6,386	4,099	8,996	<i>864</i>	4,585	6
7	Gas operating revenues.....	31,099	10,694	11,447	7,983	1,860	<i>2</i>	3,060	7
8	Gas operating expenses.....	17,928	8,367	7,465	7,267	2,479	<i>1</i>	4,628	8
9	Taxes assigned to gas operations.....	1,211	348	630	502	300	.....	120	9
10	Uncollectible bills, gas.....	315	137	.....	13	.....	.....	.....	10
11	Total gas revenue deductions.....	19,454	8,852	8,095	7,782	2,779	<i>1</i>	4,748	11
12	Income from gas operations.....	11,645	1,842	3,352	202	<i>919</i>	<i>3</i>	1,688	12
13	Income from other operations.....	550	.....	.....	.....	.....	.....	.....	13
14	Total operating income.....	21,041	6,882	9,738	4,301	8,077	<i>866</i>	2,897	14
15	Non-operating income.....	55	.....	<i>692</i>	<i>748</i>	2,158	22	.....	15
16	Gross income.....	21,096	6,882	9,046	3,553	10,235	<i>845</i>	2,897	16
17	Income deductions:								
18	Interest on funded debt.....	9,245	4,550	7,000	7,973	.....	.....	.....	17
19	Other interest deductions.....	4,180	925	1,503	3,242	.....	367	508	18
20	Rent deductions.....	.....	.....	.....	.....	.....	10	.....	19
20	All other income deductions.....	3,823	.....	.....	275	.....	.....	.....	20
21	Total deductions from income.....	17,248	5,475	8,503	11,490	.....	377	508	21
22	Net corporate income.....	3,848	1,407	543	<i>7,937</i>	10,235	<i>1,221</i>	2,389	22
23	Surplus or deficit at beginning of period.....	5,966	20,366	<i>2,982</i>	<i>5,299</i>	15,787	<i>1,898</i>	<i>5,478</i>	23
24	Other additions to surplus.....	<sup>1</sup> 28,112	.....	.....	.....	<sup>2</sup> 2,000	.....	.....	24
25	Dividends declared.....	.....	.....	.....	.....	24,120	.....	.....	25
26	Bad debts written off.....	600	.....	.....	.....	.....	.....	.....	26
27	Realized depreciation not covered by reserves.....	925	.....	.....	2,801	.....	236	.....	27
28	Other deductions from surplus.....	<sup>1</sup> 24,956	.....	.....	.....	3,599	559	408	28
29	Surplus or deficit at close of period.....	11,444	21,773	<i>2,439</i>	<i>16,037</i>	303	<i>3,914</i>	<i>3,497</i>	29

<sup>1</sup> Adjustments chiefly resulting from revision of accounts upon recommendation of the Public Service Commission's examiners and engineers at time of merging Oxford Electric Light Company.

<sup>2</sup> Represents a transfer to fixed capital accounts of certain amounts previously charged in error to operating expenses.

<sup>3</sup> Gas operations cover period January 1 to October 31, 1914; see Historical and Explanatory Statement.



TABLE 304: FIXED CAPITAL, ELECTRICAL AND GAS CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914

So far as fixed capital costs have been classified according to the prescribed Uniform System of Accounts now effective, the net change during the year and the balance at the close of the year in each primary account are shown in Table 304, as reported. The book accounts representing fixed capital installed prior to December 31, 1908, have in most cases not yet been reclassified by the Commission to be re-classified according to the now effective system, and where for this or any other reason expenditures are not so classified, the total is shown against the caption "Other fixed capital not classified by prescribed accounts". The amounts shown as "Balance at close of year" will not in all cases equal the sum of the "Net increase during year," added to the balance given in the abstracts for 1913. This is due to corrections, adjustments, and transfers which are not considered part of the year's transactions, but which have been shown in the current report of the corporation concerned as though they had been recorded in the figures for the previous year.

Figures in *italics* denote *decreases* or *credit balances*.

The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 199.

Line No.	Name of account	Norwich Gas & Electric EGm 1		Danskville Gas & Electric EGm 2		Bath Electric & Gas Light EGm 3		Granville Electric & Gas EGm 4		Fort Plain Gas & El. L., Ht. & Pr. EGm 5		Warsaw Gas & Electric EGm 6		Wappingers Falls EGm 1		Line No.
		Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	
		Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	
1	ELECTRIC:															1
2	Land devoted to electric operations:															2
3	Intangible electric capital:															3
4	Organization:															4
5	Other intangible electric capital:															5
6	General structures:	10	674	165	474	13	223		65	64	1,276	24	26		26	6
7	Dams, canals, and pipe lines:	26	8,226	18	1,190	7	525	10	74	300	535	10	83		83	7
8	Power plant buildings:	4,338	11,859	615	6,915	7	525	442	1,127							8
9	Furnaces, boilers, and accessories:		4,749		6,915		609	31	1,082							9
10	Steam engines:						413	703	703							10
11	Turbines and water-wheels:	1	6,741	31	2,286		966	2,723	3,543							11
12	Electric generators:		4,430	79	783	9	241	1,527	2,974	5	1,243		2,047		651	12
13	Accessory electric power equipment:			44	954		356									13
14	Miscellaneous power plant equipment:															14
15	Sub-station buildings:							216	3,459							15
16	Sub-station equipment:							126	3,459							16
17	Poles and fixtures:	21	6,783		259		952		193	81	381	92	131	409	4,233	17
18	Transmission system:	205	7,355				46									18
19	Distribution system:	786	6,362	31	1,311	1	980	1,641	2,890	180	2,139	93	142	265	3,097	19
20	Line transformers and devices:	1,385	5,079	183	1,311	75	1,171	1,231	4,776	94	1,251	617	457	327	2,979	20
21	Electric services:	977	6,079	561	1,355	68	874	568	2,543	236	1,524	125	237	610	1,794	21
22	Electric meters:			4	3,553	140	2,329	1,224	1,880	1,006	4,169	270	445	490	2,947	22
23	Electric meter installation:						98									23
24	Municipal street lighting system:	183	7,721		180		705	673	721	200	1,345	939	939	41	4,430	24
25	Commercial arc lamps:							1,167	1,167							25
26	Electric motors and heaters:							1,461	1,461							26
27	Electric tools and implements:	2	171	36	234	11	90	17	17	6	19	7	16		72	27
28	Other tangible electric capital:		60,860				23									28
29	Engineering and superintendence:		730				121	10	10							29
30	Law expenditures during construction:							3,969	3,969							30
31	Injuries during construction:							16	16							31
32	Miscellaneous construction expenditures:						15	87	87							32
	Totals classified by prescribed accounts:	8,534	147,606	1,317	20,356	383	11,134	8,104	36,078	2,201	16,070	1,239	4,563	2,045	20,197	33
33	Not classified by prescribed accounts:															34
34	Undistributed book value:		26,350		1174,129		166,017		108,463		14,346		31,150			35
35	Other fixed capital not classified by prescribed accounts:															36
36	Totals not classified by prescribed accounts:		26,350		1174,129		166,017		108,463		14,346		31,150			37
	Total fixed capital, electric:	8,534	173,956	1,317	194,485	383	177,151	8,104	145,141	2,201	30,416	1,239	35,713	2,045	20,197	





TABLE 305 a: FUNDED DEBT, ELECTRICAL AND GAS CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914

The figures given are for the actually outstanding debt (i. e. securities not held by or for the issuing corporation) of the corporation as a whole. Only those corporations are included which report funded debt outstanding at some time during the year.

The amount shown under "Par value authorized" is the amount already legally issued and outstanding in addition to the amount which the respondent claims may be issued without further approval by state or other public authority.

The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 199.

Corp. No.	Name of corporation and designation of securities	Date of maturity	Interest provisions		Par value		Interest		
			Rate	Dates payable	Authorized	Actually outstanding at close of year	Accrued during year	Paid during year	Matured and unpaid at close of year
EGm 1	<b>Norwich Gas and Electric:</b> Real estate mortgage 30-year bonds.....	1930	%	Mar & Sep	Dollars 85,000	Dollars 85,000	Dollars 4,250	Dollars 4,250	Dollars .....
	Refunding mortgage 40-year bonds.....	1949	5	Jan & Jul	250,000	155,000	4,995	4,995	.....
EGm 2	<b>Dansville Gas and Electric:</b> First mortgage 30-year bonds.....	1930	5	May & Nov	75,000	75,000	3,750	3,750	.....
	First refunding mortgage 30-year bonds.....	1939	5	Jan & Jul	105,000	16,000	800	800	.....
EGm 3	<b>Bath Electric and Gas Light:</b> First mortgage 30-year bonds.....	1940	5	Jun & Dec	150,000	140,000	7,000	7,000	.....
EGm 4	<b>Granville Electric and Gas:</b> First mortgage 30-year bonds.....	1933	5	Apr & Oct	133,000	133,000	6,600	6,683	831
	Granville Light, Power and Fuel Co., 1st mtge 30-year bonds..	1932	6	Jan & Jul	9,500	9,500	570	570	285
	First refunding mortgage 30-year bonds.....	1942	5	Apr & Oct	200,000	21,000	803	275	266
<b>Totals.....</b>					.....	634,500	28,768	28,323	1,382

TABLE 305 b: FUNDED DEBT ISSUED OR ASSUMED, ELECTRICAL AND GAS CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914

Only those corporations are included which report funded debt actually issued or assumed during the year.

The date of authorization is the reported date of the final authorization necessary to the legal validity of the issue. The amount shown under "Par value authorized" is the amount of the particular authorization or authorizations under which the issue during the year has been made.

The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 199.

Corp. No.	Name of corporation and designation of securities	Interest rate	Dates		By whom authorized	Par value				Average price realized per cent of par
			Authoriza-tion	Ma-turity		Authorized	Issued or assumed during year	Issued for cash	Issued for other consideration	
EGm 1	<b>Norwich Gas and Electric:</b> Refunding mortgage 40-year bonds.....	% 5	1914	1949	P. S. C. 2nd Dist..	Dollars 250,000	Dollars 70,000	Dollars 70,000	Dollars .....	100
EGm 4	<b>Granville Electric and Gas:</b> First refunding mortgage 30-year bonds....	5	Dec 18, 1912	1942	P. S. C. 2nd Dist..	200,000	5,000	5,000	.....	100

TABLE 306 a: CAPITAL STOCKS, ELECTRICAL AND GAS CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914

The figures given are for the actually outstanding stocks (i. e. stocks not held by or for the issuing corporation) of the corporation as a whole.

The amount shown under "Par value authorized" is the amount already legally issued and outstanding in addition to the amount which the respondent claims may be issued without further approval by state or other public authority.

Stock not otherwise specifically described is common.

The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 199.

Corp. No.	Name of corporation	Par value			Dividends declared during year	
		Authorized	Actually issued	Actually outstanding at close of year	Rate	Amount
EGm 1	Norwich Gas and Electric.....	Dollars 133,400	Dollars 100,000	Dollars 100,000	% .....	Dollars .....
EGm 2	Dansville Gas and Electric.....	79,700	79,700	79,700	.....	.....
EGm 3	Bath Electric and Gas Light.....	100,000	100,000	100,000	.....	.....
EGm 4	Granville Electric and Gas.....	100,000	150,000	100,000	.....	.....
EGm 5	Fort Plain Gas and Electric Light, Heat and Power.....	51,000	51,000	51,000	1 .....	24,120
EGm 6	Warsaw Gas and Electric.....	50,000	50,000	50,000	.....	.....
<b>Totals.....</b>		.....	530,700	480,700	.....	24,120

<sup>1</sup> 12 per cent on \$31,000, and 40 per cent on \$51,000.

TABLE 306 b: CAPITAL STOCKS ISSUED, ELECTRICAL AND GAS CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914

Only those corporations are included which report capital stock actually issued during the year.

The date of authorization is the reported date of the final authorization necessary to the legal validity of the issue. The amount shown under "Par value authorized" is the amount of the particular authorization or authorizations under which the issue during the year has been made.

Corp. No.	Name of corporation and class of stock	Date of authorization	By whom authorized	Par value				Average price realized per cent of par
				Authorized	Issued during year	Issued for cash	Issued for other consideration	
EGm 5	Fort Plain Gas and Electric Lt., Ht. and Pr.: Common.....	Jan. 28, 1914	P. S. C. 2nd Dist..	Dollars 20,000	Dollars 20,000	Dollars 20,000	Dollars .....	100

TABLE 309: OPERATING REVENUES, ELECTRICAL AND GAS CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914

Figures in *italics* denote *losses*.

The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 199.

Line No.	Name of account	Norwich Gas & Electric EGm 1	Dansville Gas & Electric EGm 2	Bath Electric & Gas Light EGm 3	Granville Electric & Gas EGm 4	Fort Plain Gas & El. Lt., Ht. & Pr. EGm 5	Warsaw Gas & Electric EGm 6	Wappingers Falls <sup>1</sup> IEGm 1	Line No.
	<b>ELECTRIC:</b>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Municipal street lighting, arc.....	7,825	3,360	5,032	3,979	1,162	3,457	4,774	1
2	Municipal street lighting, incandescent.....	584	1,699	120	2,284	2,325	62	.....	2
3	Lighting municipal buildings, electric.....	115	359	.....	175	3,528	300	96	3
4	Other municipal revenues.....	151	.....	446	.....	.....	20	.....	4
5	Commercial flat rate lighting.....	18,069	15,728	11,145	9,012	10,583	6,702	7,739	5
6	Commercial metered power.....	3,527	4,266	918	2,007	2,442	1,148	2,567	6
7	Railroad corporations.....	.....	.....	.....	.....	.....	.....	.....	7
8	Other electrical corporations.....	914	.....	.....	302	.....	.....	.....	8
9	Total from sales of current.....	31,185	25,411	17,215	18,205	20,039	11,690	15,177	9
10	Rent of electric meters and appliances.....	51	267	117	365	.....	618	.....	10
11	Electric merchandise and jobbing revenues.....	.....	.....	.....	1,492	.....	.....	1,160	11
12	Other miscellaneous electric revenues.....	51	267	117	1,858	.....	618	1,160	12
13	Total miscellaneous electric revenues.....	51	267	117	1,858	.....	618	1,160	13
14	Total electric revenues.....	31,235	25,678	17,333	20,063	20,039	12,307	16,337	14
15	<b>GAS:</b>								
16	Municipal service, gas.....	86	.....	.....	.....	.....	.....	.....	15
17	Prepaid gas.....	12,164	.....	1,218	704	.....	.....	.....	16
18	Commercial metered lighting, gas.....	17,463	10,427	9,931	7,055	1,860	.....	1,744	17
19	Commercial heat and power, gas.....	1,276	.....	10	.....	.....	.....	1,313	18
20	Total from sales of gas.....	30,989	10,427	11,160	7,759	1,860	.....	3,057	19
21	Rent of gas appliances.....	3	.....	.....	6	.....	.....	.....	20
22	Gas merchandise and jobbing revenues.....	107	267	287	193	.....	2	.....	21
23	Sales of residuals and byproducts.....	.....	.....	.....	25	.....	.....	3	22
24	Other miscellaneous gas revenues.....	.....	.....	.....	.....	.....	.....	.....	23
25	Total miscellaneous gas revenues.....	110	267	287	224	.....	2	3	24
26	Total gas revenues.....	31,099	10,694	11,447	7,983	1,860	2	3,060	25
27	Total electric and gas revenues.....	62,334	36,372	28,780	28,046	21,899	12,306	19,397	26
28									27
									28

<sup>1</sup> Gas operations cover period January 1 to October 31, 1914; see Historical and Explanatory Statement.



TABLE 310: OPERATING EXPENSES, ELECTRICAL AND GAS CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914

Figures in *italics* denote credits.

The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 199

Li No.	Name of account	Norwich Gas & Electric EGm 1	Dansville Gas & Electric EGm 2	Bath Electric & Gas EGm 3	Granville Electric & Gas EGm 4	Fort Plain Gas & El. Lt., Ht. & Pr. EGm 5	Warsaw Gas & Electric EGm 6	Wappingers Falls <sup>1</sup> IEGm 1	Li No.
<b>ELECTRIC:</b>									
1	Station superintendence and labor.....	Dollars 3,461	Dollars 3,546	Dollars 2,980	Dollars 240	Dollars 1,703	Dollars 3,874	Dollars .....	1
2	Fuel for power.....	8,436	5,626	2,823	300	.....	3,446	.....	2
3	Other station supplies and expenses.....	1,454	1,143	279	318	.....	577	.....	3
4	Repairs power plant buildings.....	59	302	1	4	.....	14	.....	4
5	Repairs steam equipment.....	215	658	226	.....	.....	141	.....	5
6	Repairs hydraulic power plant.....	.....	.....	425	55	.....	.....	.....	6
7	Repairs gas power equipment.....	.....	.....	.....	.....	.....	7	.....	7
8	Repairs power plant electric equipment.....	38	150	304	3	.....	148	.....	8
9	Miscellaneous station repairs.....	.....	29	34	10	.....	11	.....	9
10	Electric energy from other sources.....	.....	.....	.....	8,936	5,635	.....	4,130	10
11	Total production expenses.....	13,663	11,453	7,072	9,866	7,338	8,218	4,130	11
12	Transmission repairs.....	.....	.....	10	.....	36	.....	.....	12
13	Sub-station labor, supplies, and expenses.....	.....	.....	.....	2,039	.....	.....	.....	13
14	Repairs sub-station buildings.....	.....	.....	.....	.....	16	.....	.....	14
15	Repairs sub-station equipment.....	.....	.....	.....	5	2	.....	.....	15
16	Total transmission expenses.....	.....	.....	10	2,044	54	.....	.....	16
17	Electric distribution office and superintendence.....	198	.....	193	.....	.....	53	150	17
18	Setting and removing meters and transformers.....	165	35	28	75	.....	62	78	18
19	Repairs distribution mains.....	750	2,349	214	61	168	1,087	870	19
20	Repairs electric services.....	165	58	2	.....	22	99	101	20
21	Repairs transformers.....	18	.....	.....	18	13	28	27	21
22	Electric meter operation and repairs.....	30	142	37	1	9	33	48	22
23	Total distribution expenses.....	1,326	2,584	474	155	211	1,363	1,274	23
24	Commercial arc operation and repairs.....	.....	.....	.....	.....	.....	7	.....	24
25	Commercial incandescent operation.....	62	52	2	.....	1	3	.....	25
26	Consumers' installation expenses.....	.....	21	125	.....	.....	106	197	26
27	Municipal street arc operation.....	382	133	349	.....	72	87	35	27
28	Municipal street arc repairs.....	48	264	221	.....	.....	59	9	28
29	Municipal street incandescent operation and repairs.....	.....	61	.....	143	135	10	638	29
30	Total utilization expenses.....	492	530	696	143	208	272	879	30
31	Total commercial expenses, electric.....	2,637	1,620	664	1,065	.....	526	439	31
32	General administration.....	2,213	2,075	802	798	1,381	1,120	3,665	32
33	Insurance.....	640	661	253	641	283	1,010	285	33
34	Franchise requirements.....	.....	.....	28	.....	.....	.....	.....	34
35	General amortization, electric.....	.....	750	173	.....	602	.....	794	35
36	Injuries to persons and property.....	29	.....	1	.....	.....	5	.....	36
37	General stationery and printing.....	274	.....	60	35	30	131	.....	37
38	Store and stable expenses.....	130	.....	84	314	72	47	.....	38
39	Miscellaneous adjustments, balance.....	666	4	.....	104	.....	.....	.....	39
40	Total general and miscellaneous expenses.....	2,621	3,482	1,401	1,685	2,368	2,311	4,744	40
41	Total operating expenses, electric.....	20,739	19,669	10,317	14,958	10,179	12,691	11,466	41
<b>GAS:</b>									
42	Works superintendence and labor.....	1,363	1,506	897	731	300	.....	1,773	42
43	Boiler fuel.....	999	.....	526	478	38	.....	.....	43
44	Water.....	141	.....	.....	.....	19	.....	.....	44
45	Coal carbonized.....	.....	.....	.....	.....	.....	.....	2,211	45
46	Generator fuel.....	2,814	1,306	1,172	1,337	461	.....	.....	46
47	Water gas oil.....	4,657	1,345	1,729	1,734	905	.....	.....	47
48	Purification supplies.....	218	.....	.....	28	10	.....	288	48
49	Miscellaneous works expense.....	201	27	90	12	.....	.....	26	49
50	Repairs works and station structures.....	203	6	8	87	14	.....	112	50
51	Repairs power plant equipment.....	38	.....	144	43	.....	.....	132	51
52	Repairs gas apparatus.....	293	449	152	132	92	.....	4	52
53	Repairs works tools.....	.....	3	.....	.....	.....	.....	.....	53
54	Gas storage.....	3	.....	.....	31	.....	.....	.....	54
55	Total production expenses.....	10,929	4,641	4,719	4,613	1,839	1	4,546	55
56	Division superintendence, supplies, and expenses.....	198	.....	153	.....	.....	.....	.....	56
57	Work on meters and consumers' premises.....	1,155	32	478	56	.....	.....	27	57
58	Repairs gas mains and services.....	105	569	185	413	27	.....	9	58
59	Repairs gas meters, tools, and appliances.....	230	197	27	41	23	.....	1	59
60	Total transmission and distribution expenses.....	1,688	798	843	510	50	.....	37	60
61	Total commercial expenses, gas.....	2,564	810	658	975	.....	.....	28	61
62	General administration.....	2,096	1,037	634	830	200	.....	.....	62
63	Insurance.....	547	330	253	70	100	.....	.....	63
64	Residuals expense.....	.....	.....	.....	.....	.....	.....	17	64
65	General amortization, gas.....	.....	750	115	.....	279	.....	.....	65
66	Injuries to persons and property.....	.....	.....	38	.....	.....	.....	.....	66
67	Gas franchise requirements.....	.....	.....	.....	14	.....	.....	.....	67
68	General stationery and printing.....	247	.....	75	19	12	.....	.....	68
69	Store and stable expenses.....	75	.....	129	258	.....	.....	.....	69
70	Miscellaneous adjustments, balance.....	219	.....	.....	22	.....	.....	.....	70
71	Total general and miscellaneous expenses.....	2,747	2,118	1,244	1,169	590	.....	17	71
72	Total operating expenses, gas.....	17,928	8,367	7,465	7,267	2,479	1	4,628	72
73	Total operating expenses, electric and gas.....	38,667	28,036	17,782	22,225	12,658	12,692	16,094	73
<b>Electric energy, in kilowatt hours:</b>									
74	Generated.....	467,814	470,120	231,840	.....	.....	163,686	.....	74
75	Purchased.....	.....	.....	.....	361,558	.....	.....	275,245	75
76	Sold.....	361,420	376,727	173,880	293,505	.....	128,123	206,494	76
<b>M cu.ft. of gas:</b>									
77	Water gas manufactured.....	24,121	8,546	9,399	5,881	930	.....	.....	77
78	Water gas sold.....	22,100	7,046	7,955	5,470	930	.....	1,607	78

<sup>1</sup> Gas operations cover period January 1 to October 31, 1914; see Historical and Explanatory Statement.

TABLE 311 a: OPERATING STATISTICS, ELECTRICAL AND GAS CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914

The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 199.

Corp. No.	Name of corporation	Locality served <sup>1</sup>	
		Electric	Gas
EGm 1	Norwich Gas and Electric	Norwich	Norwich
EGm 2	Dansville Gas and Electric	Dansville*	Dansville*
EGm 3	Bath Electric and Gas Light	Bath*	Bath*
EGm 4	Granville Electric and Gas	Granville*†, Middle Granville†	Granville*
EGm 5	Fort Plain Gas and Electric Light, Heat and Power	Fort Plain*, Nelliston*	Fort Plain*
EGm 6	Warsaw Gas and Electric	Warsaw*	
IEGm 1	Wappingers Falls	Wappingers Falls*, Hughsonville†	Wappingers Falls*

## ELECTRIC DEPARTMENT

Corp. No.	Electric energy generated or purchased during year			Electric energy disposed of during year			Rated capacity of stations at close of year	Maximum load on outgoing lines	Coal consumed per kw.h. generated	Average fuel cost per kw.h. generated	Number of flat rate consumers at close of year	Number of consumers' meters in service at close of year
	Generated		Purchased	Sold	Used by company	Lost or unac- counted for						
	By steam	By water										
	<i>Kw.h.</i>	<i>Kw.h.</i>	<i>Kw.h.</i>	<i>Kw.h.</i>	<i>Kw.h.</i>	<i>Kw.h.</i>	<i>Kilowatts</i>	<i>Kilowatts</i>	<i>Lbs.</i>	<i>Cents</i>		
EGm 1	467,814			361,420	12,804	93,590	290	235	13.11	1.80	12	684
EGm 2	470,120			378,401	11,960	79,759	565	248	9.03	1.20	24	513
EGm 3	110,920	120,920		173,880		57,960	195	121	19.76	2.54		348
EGm 4			361,588	293,505	1,670	66,410					9	345
EGm 5											46	45
EGm 6	163,686			128,123	6,444	29,119	180	120	13.33	2.11	12	24
IEGm 1			275,245	206,494		68,751					7	32

## GAS DEPARTMENT

Corp. No.	Gas on hand at beginning of year	Gas manufactured during year			Gas disposed of during year			Gas on hand at end of year	Number of consumers' meters in service at close of year	Number of miles of distribution mains at close of year
		Coal gas	Water gas	All kinds of gas	Sold	Used by company	Unaccounted for			
	<i>M cu.ft.</i>	<i>M cu.ft.</i>	<i>M cu.ft.</i>	<i>M cu.ft.</i>	<i>M cu.ft.</i>	<i>M cu.ft.</i>	<i>M cu.ft.</i>	<i>M cu.ft.</i>		
EGm 1	43		24,121	24,121	22,100	154	1,851	61	1,687	13.60
EGm 2			8,546	8,546	7,046	160	1,340		503	9.32
EGm 3	15		9,399	9,399	7,955		1,452	7	496	9.65
EGm 4	30		5,881	5,881	5,470	13	398	30	462	4.11
EGm 5	10		930	930	930			10	185	4.00
EGm 6	7						7			2.27
IEGm 1	15				1,607					1.25

<sup>1</sup> Names of cities are in black face type; names of incorporated villages are indicated by an asterisk (\*); names of towns and unincorporated villages by a dagger (†).

<sup>2</sup> Includes 1674 kw.h. "Donated to village".

TABLE 311 b: STREET LIGHTING STATISTICS, ELECTRICAL AND GAS CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914

No corporation in this class reports gas supplied for street lighting.

The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 199.

Corp. No.	Name of corporation	Locality served <sup>1</sup>	Hours burned per year	Schedule	Arc lamps at close of year <sup>2</sup>			Incandescent lamps at close of year		
					Number	Lamp terminal, watts	Price per lamp per year	Number	Candle-power	Price per lamp per year
EGm 1	Norwich Gas and Electric	Norwich	4,000	All night			Dollars	7	400	75.00
								40	250	40.00
								134	60	25.00
								64	50	18.00
								42	400	65.00
EGm 2	Dansville Gas and Electric	Oxford*	4,000	All night				94	32	18.00
EGm 3	Bath Electric and Gas Light	Dansville*	4,000	All night	42	450	80.00	4	32	20.00
EGm 4	Granville Electric and Gas	Bath*	4,000	All night	72	350	69.44			
		Granville*						168	40	20.00
		Granville†						22	40	20.00
		Middle Granville†						26	40	20.00
EGm 5	Fort Plain Gas & El. Lt., Ht. & Pr.	Fort Plain*		All night	22	450	55.00	77	100	26.00
								3	250	50.00
EGm 6	Warsaw Gas and Electric	Warsaw*	2,431		40	500	75.00	59	40	15.00
IEGm 1	Wappingers Falls	Wappingers Falls*	3,630	All night				150	80	26.66
		Hughsonville†	3,630	All night				34	40	18.00
								6	60	27.00

<sup>1</sup> Names of cities are in black face type; names of incorporated villages are indicated by an asterisk (\*); names of towns and unincorporated villages by a dagger (†).

<sup>2</sup> All lamps are enclosed type.

<sup>3</sup> Until midnight and from 6 a.m. to 7 a.m.

TABLE 314: ACCIDENTS TO PERSONS, ELECTRICAL AND GAS CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914

The corporations are named in the order of their average revenues from electric and gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 199.

Corp. No.	Name of corporation	Average number of employees	Employees		Other persons	
			Killed	Injured	Killed	Injured
EGm 1	Norwich Gas and Electric	21				
EGm 2	Dansville Gas and Electric	10				
EGm 3	Bath Electric and Gas Light	10				
EGm 4	Granville Electric and Gas	12				
EGm 5	Fort Plain Gas and Electric Light, Heat and Power	5				
EGm 6	Warsaw Gas and Electric	8				
IEGm 1	Wappingers Falls	13				
	Total	79				





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## COAL GAS AND WATER GAS CORPORATIONS (CLASS B)

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Coal Gas and Water Gas Corporations of Class B are those whose operating revenues for the three years next preceding that covered by the latest annual report to the Commission have averaged between \$25,000 and \$10,000 per annum. The figures following the name give the order in which the corporation appears in the tables.

Brockport Gas Light Company, The.....	Gm 7	Sag Harbor Lighting Company.....	Gm 6
Gas Light Company of Waverly, The.....	Gm 8	Saugerties Gas Light Company.....	Gm 3
Huntington Gas Company.....	Gm 11	Sea Cliff and Glen Cove Gas Company.....	Gm 4
Owego Gas Light Company, The.....	Gm 9	South Shore Gas Company.....	Gm 2
Patchogue Gas Company.....	Gm 5	Suffern Gas Company.....	Gm 13
Penn Yan Gas Light Company, The.....	Gm 10	West Shore Gas Company.....	Gm 12
Public Service Corporation of Long Island.....	Gm 1		



TABLE 301: BALANCE SHEET, COAL GAS AND WATER GAS CORPORATIONS (CLASS B), DECEMBER 31, 1914

Figures in *italics* denote *credit balances* on the assets side or *debit balances* on the liabilities side.  
The corporations are named in the order of their average revenues from coal gas and water gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 209.

Line No.	Item	Public Service Corp., Long Island Gm 1	South Shore Gas Gm 2	Saugerties Gas Light Gm 3	Sea Cliff & Glen Cove Gas Gm 4	Patchogue Gas Gm 5	Sag Harbor Lighting Gm 6	Brockport Gas Light Gm 7	Gas Light, Waverly Gm 8	Owego Gas Light Gm 9	Penn Yan Gas Light Gm 10	Huntington Gas Gm 11	West Shore Gas Gm 12	Suffern Gas Gm 13	Line No.
1	Cash.....	Dollars 9,214	1,240	600	2,635	2,801	2,290	1,706	2,573	496	3,690	1,620	3,396	11,098	1
2	Other current assets.....	8,982	10,252	3,500	2,635	2,601	2,104	2,019	2,573	2,721	3,687	1,620	3,396	11,098	2
3	Materials and supplies.....	2,691	7,567	4,341	4,297	2,742	1,754	2,298	4,176	2,383	2,116	1,146	3,517	2,547	3
4	Investments.....	306,168	181,847	73,872	283,734	284,125	65,416	86,167	201,134	124,608	96,005	133,210	81,366	56,491	4
5	Fixed capital, gas.....	61,120	19,404	.....	31,500	19,375	6,342	6,918	60,013	1,317	1,287	24	.....	249,945	5
6	Miscellaneous temporary debits.....	.....	19,067	.....	.....	.....	.....	9,744	29,025	.....	.....	.....	.....	163,534	6
7	Corporate deficit.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
8	Total.....	388,175	239,377	82,314	322,186	310,834	77,905	108,942	304,585	131,525	103,584	137,696	90,032	284,505	8
9	Unfunded debt.....	24,522	43,012	25,314	20,594	19,655	11,910	14,839	3,125	20,546	371	6,733	38,776	84,505	9
10	Funded debt.....	278,000	136,000	.....	150,000	140,000	20,000	67,000	150,000	50,000	71,231	146,936	25,000	100,000	10
11	Accrued amortization of capital.....	.....	.....	1,295	.....	.....	18,752	855	1,460	823	1,596	10,009	.....	.....	11
12	Other reserves and suspense credits.....	1,779	365	.....	.....	.....	5,774	1,247	.....	.....	.....	.....	.....	.....	12
13	Capital stocks.....	68,200	60,000	50,000	150,000	150,000	20,000	25,000	150,000	60,000	24,750	60,000	15,500	100,000	13
14	Corporate surplus.....	15,674	.....	5,705	1,592	1,179	1,439	.....	.....	1,801	5,637	14,018	10,755	.....	14

<sup>1</sup> Advances by controlling corporation, being amount paid for \$60,000 par value respondent's bonds retired and amount of which, pending completion of plans for financing, was carried in suspense and not charged into fixed canceled.

TABLE 302: INCOME AND CORPORATE SURPLUS OR DEFICIT ACCOUNTS, COAL GAS AND WATER GAS CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914

Figures in *italics* denote *losses during year and deficits*.  
The corporations are named in the order of their average revenues from coal gas and water gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 209.

Line No.	Item	Public Service Corp., Long Island Gm 1	South Shore Gas Gm 2	Saugerties Gas Light Gm 3	Sea Cliff & Glen Cove Gas Gm 4	Patchogue Gas Gm 5	Sag Harbor Lighting Gm 6	Brockport Gas Light Gm 7	Gas Light, Waverly Gm 8	Owego Gas Light Gm 9	Penn Yan Gas Light Gm 10	Huntington Gas Gm 11	West Shore Gas Gm 12	Suffern Gas Gm 13	Line No.
1	Gas operating revenues.....	Dollars 34,689	27,986	21,250	19,856	19,843	18,846	18,333	16,203	14,576	14,197	13,330	13,109	10,795	1
2	Gas operating expenses.....	17,529	22,325	14,936	10,197	9,971	17,222	13,034	10,696	10,296	9,292	10,484	11,612	10,719	2
3	Taxes.....	684	1,907	586	712	1,867	976	507	851	481	530	613	993	479	3
4	Uncollectible bills.....	.....	.....	107	517	380	.....	33	71	.....	.....	328	.....	.....	4
5	Total gas revenue deductions.....	18,213	24,232	15,629	11,426	12,219	18,198	13,573	11,618	10,777	9,822	11,424	12,605	11,198	5
6	Income from gas operations.....	16,476	3,754	5,621	8,430	7,625	648	4,760	4,584	3,799	4,374	1,906	504	404	6
7	Non-operating income.....	.....	.....	.....	.....	.....	.....	.....	6,804	132	213	.....	.....	.....	7
8	Gross income.....	16,476	3,756	5,621	8,430	7,625	648	4,760	11,388	3,931	4,587	1,906	504	404	8
9	Interest on funded debt.....	.....	6,637	.....	7,500	7,000	1,000	3,350	7,500	2,500	3,608	.....	1,250	5,000	9
10	Other interest deductions.....	4	1,576	410	.....	.....	660	40	.....	763	.....	76	2,015	663	10
11	Rent deductions.....	797	893	.....	.....	.....	.....	.....	.....	.....	31	.....	.....	.....	11
12	All other income deductions.....	.....	.....	.....	.....	.....	.....	378	.....	.....	.....	.....	.....	.....	12
13	Total deductions from income.....	802	9,126	410	7,500	7,000	1,660	3,786	7,500	3,263	3,639	76	3,265	5,663	13
14	Net corporate income.....	15,674	5,870	5,211	930	625	1,012	992	3,888	668	949	1,830	2,761	6,068	14
15	Surplus or deficit at beginning of period.....	.....	15,558	5,058	6,663	15,555	3,651	10,736	32,953	1,164	4,796	12,149	13,516	207,413	15
16	Bad debts collected.....	.....	.....	.....	.....	.....	.....	.....	39	.....	3	.....	.....	.....	16
17	Other additions to surplus.....	.....	.....	14	.....	.....	.....	.....	.....	2	.....	40	.....	.....	17
18	Dividends declared.....	.....	.....	3,500	.....	.....	1,200	.....	.....	56	.....	.....	.....	.....	18
19	Bad debts written off.....	.....	.....	.....	.....	.....	.....	.....	.....	10	.....	.....	.....	.....	19
20	Realized depreciation not covered by reserves.....	.....	140	1,075	16,000	115,000	.....	.....	.....	.....	87	.....	.....	.....	20
21	Other deductions from surplus.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
22	Surplus or deficit at close of period.....	15,674	19,067	5,705	1,592	1,179	1,439	9,744	29,025	1,801	5,637	14,018	10,755	163,534	22

<sup>1</sup> "Amortization unprovided for elsewhere."

<sup>2</sup> Represents construction paid for by bondholders' committee with moneys contributed by bondholders, the amount of which, pending completion of plans for financing, was carried in suspense and not charged into fixed capital accounts.

TABLE 304: FIXED CAPITAL, COAL GAS AND WATER GAS CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914

So far as fixed capital costs have been classified according to the prescribed Uniform System of Accounts now effective, the net change during the year and the balance at the close of the year in each primary account are shown in Table 304, as reported. The book accounts representing fixed capital installed prior to December 31, 1908, have in most cases not yet been required by the Commission to be re-classified according to the now effective system, and where for this or other reason expenditures are not so classified, the total is shown against the captions "Undistributed book value" and "Other fixed capital not classified by prescribed accounts". The amounts shown as "Balance at close of year" will not in all cases equal the sum of the "Net increase during year" added to the balance given in the abstracts for 1913. This is due to corrections, and transfers which are not considered part of the year's transactions, but which have been shown in the current report of the corporation concerned as though they had been recorded in the figures for the previous year. Figures in *italics* denote *decreases* or *credit balances*.

The corporations are named in the order of their average revenues from coal gas and water gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 209.

Line No.	Name of account	Public Service Corp. of Long Island Gm 1		South Shore Gas Gm 2		Saugerties Gas Light Gm 3		Sea Cliff & Glen Cove Gas Gm 4		Patchogue Gas Gm 5		Sag Harbor Lighting Gm 6		Line No.
		Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	
1	Classified by prescribed accounts:													1
2	Land devoted to gas operations.....													2
3	Intangible gas capital:													3
4	Organization.....	2	18,315	1,520	6,331	30	38							4
5	Franchises, gas.....			2,692	5,557									5
6	Other intangible gas capital.....													6
7	Direct expenditures for tangible gas capital:													7
8	General structures.....	3,180	9,099											8
9	General equipment.....			80	2,786	135	2,680	263						9
10	Works and station structures.....			211	9,351	8,527	8,527	450						10
11	Holders.....				8,750		290							11
12	Furnaces, boilers, and accessories.....				1,079									12
13	Steam engines.....				330									13
14	Beaches and retorts.....													14
15	Miscellaneous power plant equipment.....													15
16	Water gas sets and accessories.....				8,635	2,788	6,091							16
17	Purification apparatus.....				3,260									17
18	Accessory equipment at works.....				1,600	2	1,761							18
19	Trunk lines and mains.....				6,118	160	2,005							19
20	Gas services.....				84,458	536	5,445	1,856	16,402	22,598				20
21	Gas meters.....				25,932	313	1,681	980	2,893	4,417	144			21
22	Gas meter installation.....				7,825	510	2,852	434	1,226	1,485	215			22
23	Municipal street lighting fixtures, gas.....				1,767									23
24	Gas engines and appliances.....				2,116	152	516							24
25	Gas tools and implements.....				813									25
26	Gas laboratory equipment.....				35									26
27	Other tangible gas capital.....													27
28	General expenditures for gas fixed capital:													28
29	Engineering and superintendence.....													29
30	Injuries during construction.....				10,519	231	1,165							30
31	Interest during construction.....				24,908									31
32	Miscellaneous construction expenditures.....				48,627									32
33	Totals classified by prescribed accounts.....	59,538	306,168	61,530	181,853	13,384	33,264	3,220	21,234	157	28,500	367	27,498	33
	Not classified by prescribed accounts:													
	Undistributed book value.....													
	Other fixed capital not classified by prescribed accounts.....													
	Totals not classified by prescribed accounts.....													
	Total fixed capital.....	59,538	306,168	61,530	181,847	12,309	73,872	3,220	283,734	748	284,125	367	65,416	

<sup>1</sup> Includes "Commercial street lighting fixtures," net increase \$52, balance \$155; and "Gas lamps leased to consumers," net decrease \$25, balance credit of \$161. No explanation of the apparently incongruous credit balance had been received up to date of going to press.



TABLE 304: FIXED CAPITAL, COAL GAS AND WATER GAS CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914 (concluded)

Line No.	Name of account	Brockport Gas Light Gm 7		Gas Light, Waverly Gm 8		Owego Gas Light Gm 9		Penn Yan Gas Light Gm 10		Huntington Gas Light Gm 11		West Shore Gas Gm 12		Suffern Gas Gm 13		Line No.
		Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	
1	Classified by prescribed accounts:															1
2	Land devoted to gas operations:															2
3	Intangible gas capital:															3
4	Organization:															4
5	Franchises, gas:															5
6	Other intangible gas capital:															6
7	Direct expenditures for tangible gas capital:															7
8	General structures:															8
9	General equipment:															9
10	Works and station structures:															10
11	Holders:															11
12	Furnaces, boilers, and accessories:															12
13	Steam engines:															13
14	Miscellaneous power plant equipment:															14
15	Bench and retorts:															15
16	Water gas sets and accessories:															16
17	Purification apparatus:															17
18	Accessory equipment at works:															18
19	Trunk lines and mains:															19
20	Gas services:															20
21	Gas meters:															21
22	Gas meter installation:															22
23	Municipal street lighting fixtures, gas:															23
24	Gas engines and appliances:															24
25	Gas tools and implements:															25
26	Gas laboratory equipment:															26
27	Other tangible gas capital:															27
28	General expenditures for gas fixed capital:															28
29	Engineering and superintendence:															29
30	Injuries during construction:															30
31	Interest during construction:															31
32	Miscellaneous construction expenditures:															32
33	Totals classified by prescribed accounts:	855	13,241	610	11,065	499	8,564	19,073	24,596	4,490	12,971	150	81,366	432	4,158	33
34	Not classified by prescribed accounts:															34
35	Undistributed book value:															35
36	Other fixed capital not classified by prescribed accounts:															36
37	Totals not classified by prescribed accounts:															37
38	Total fixed capital:	855	86,167	440	60,013	478	124,608	19,058	96,005	4,490	133,210	150	81,366	432	56,491	38

So far as fixed capital costs have been classified according to the prescribed Uniform System of Accounts now effective, the net change during the year and the balance at the close of the year in each primary account are shown in Table 304, as reported. The book accounts representing fixed capital installed prior to December 31, 1908, have in most cases not yet been required by the Commission to be re-classified according to the now effective system, and where for this or any other reason expenditures are not so classified, the total is shown against the appropriate primary account, "Undistributed book value," and "Other fixed capital not classified by prescribed accounts." The amounts shown as "Balance at close of year" will not in all cases equal the sum of the "Net increase during year" added to the balance given in the abstracts for 1913. This is due to corrections, adjustments, and transfers which are not considered part of the year's transactions, but which have been shown in the current report of the corporation concerned as though they had been recorded in the figures for the previous year.

Figures in *italics* denote *decreases* or *credit balances*.

The corporations are named in the order of their average revenues from coal gas and water gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 209.

TABLE 305 a: FUNDED DEBT, COAL GAS AND WATER GAS CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914

The figures given are for the actually outstanding debt (i. e. securities not held by or for the issuing corporation) of the corporation as a whole. Only those corporations are included which report funded debt outstanding at some time during the year.

The amount shown under "Par value authorized" is the amount already legally issued and outstanding in addition to the amount which the respondent claims may be issued without further approval by state or other public authority.

The corporations are named in the order of their average revenues from coal gas and water gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 209.

Corp. No.	Name of corporation and designation of securities	Date of maturity	Interest provisions		Par value		Interest		
			Rate	Dates payable	Authorized	Actually outstanding at close of year	Accrued during year	Paid during year	Matured and unpaid at close of year
Gm 1	Public Service Corporation of Long Island:		%		Dollars	Dollars	Dollars	Dollars	Dollars
	First mortgage 30-year sinking fund gold bonds.....	1943	5	Jan & Jul	323,300	278,000	<sup>1</sup> 16,155	7,991	.....
Gm 2	South Shore Gas:								
	First mortgage 25-year gold bonds.....	1935	5	Jan & Jul	150,000	136,000	<sup>1</sup> 6,775	6,775	.....
Gm 4	Sea Cliff and Glen Cove Gas:								
	First mortgage 30-year bonds.....	1934	5	May & Nov	150,000	150,000	7,500	7,500	.....
Gm 5	Patchogue Gas:								
	First mortgage 30-year bonds.....	1933	5	Jan & Jul	140,000	140,000	7,000	7,000	.....
Gm 6	Sag Harbor Lighting:								
	First mortgage 25-year bonds.....	1927	5	Apr & Oct	20,000	20,000	1,000	1,000	.....
Gm 7	Brockport Gas Light:								
	First mortgage 20-year gold bonds.....	1931	5	Jan & Jul	67,000	67,000	3,350	3,350	.....
Gm 8	Gas Light, Waverly:								
	Real estate mortgage 30-year bonds.....	1929	5	Feb & Aug	150,000	150,000	7,500	7,500	.....
Gm 9	Owego Gas Light:								
	First mortgage 40-year bonds.....	1939	5	Jun & Dec	50,000	50,000	2,500	2,400	1,287
Gm 10	Penn Yan Gas Light:								
	Refunding mortgage 40-year bonds.....	1949	5	Jan & Jul	55,000	55,000	2,750	2,750	.....
	First mortgage Main street property.....	1917	6	Jun & Dec	7,500	7,500	399	399	.....
	Second mortgage Main street property.....	1919	6	Jan & Jul	3,731	3,731	193	193	.....
	First mortgage Water street property.....	1919	6	Jan & Jul	5,000	5,000	266	266	.....
Gm 12	West Shore Gas:								
	First mortgage 20-year gold bonds.....	1926	5	Jan & Jul	25,000	25,000	1,250	1,250	<sup>2</sup> 625
Gm 13	Suffern Gas:								
	First mortgage 40-year bonds.....	1940	5	May & Nov	100,000	100,000	5,000	.....	.....
Totals.....						1,187,231	61,638	48,374	1,912

<sup>1</sup> Includes accrued interest paid by purchasers on bonds sold between interest dates.

<sup>2</sup> Presumably interest due January 1, 1915.

TABLE 305 b: FUNDED DEBT ISSUED OR ASSUMED, COAL GAS AND WATER GAS CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914

Only those corporations are included which report funded debt actually issued or assumed during the year.

The date of authorization is the reported date of the final authorization necessary to the legal validity of the issue. The amount shown under "Par value authorized" is the amount of the particular authorization or authorizations under which the issue during the year has been made.

The corporations are named in the order of their average revenues from coal gas and water gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 209.

Corp. No.	Name of corporation and designation of securities	Interest rate	Dates		By whom authorized	Par value				Average price realized per cent of par
			Authorization	Maturity		Authorized	Issued or assumed during year	Issued for cash	Issued for other consideration	
Gm 1	Public Service Corp. of Long Island:	%				Dollars	Dollars	Dollars	Dollars	
	First mtge. 30-yr. sinking fund gold bds.	5	1912, 1913	1943	P. S. C. 2nd Dist..	323,300	34,900	34,900	.....	85
Gm 2	South Shore Gas:									
	First mortgage 25-year gold bonds.....	5	Jan 29, 1913	1935	P. S. C. 2nd Dist..	50,000	12,000	12,000	.....	87
Gm 10 <sup>1</sup>	Penn Yan Gas Light:									
	First mortgage Main street property...	6	.....	1917	.....	7,500	7,500	.....	<sup>1</sup> 7,500	.....
	Second mortgage Main street property...	6	.....	1919	.....	3,731	3,731	.....	<sup>1</sup> 3,731	.....
	First mortgage Water street property...	6	.....	1919	.....	5,000	5,000	.....	<sup>1</sup> 5,000	.....

<sup>1</sup> Assumed for the acquisition of property during year.

TABLE 306 a: CAPITAL STOCKS, COAL GAS AND WATER GAS CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914

The figures given are for the actually outstanding stocks (i. e. stocks not held by or for the issuing corporation) of the corporation as a whole.

The amount shown under "Par value authorized" is the amount already legally issued and outstanding in addition to the amount which the respondent claims may be issued without further approval by state or other public authority.

Stock not otherwise specifically described is common.

The corporations are named in the order of their average revenues from coal gas and water gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 209.

Corp. No.	Name of corporation and class of stock	Par value			Dividends declared during year	
		Authorized	Actually issued	Actually outstanding at close of year	Rate	Amount
		Dollars	Dollars	Dollars	%	Dollars
Gm 1	Public Service Corporation of Long Island.....	92,300	68,200	68,200	.....	.....
Gm 2	South Shore Gas.....	75,000	60,000	60,000	.....	.....
Gm 3	Saugerties Gas Light.....	50,000	50,000	50,000	7	3,500
Gm 4	Sea Cliff and Glen Cove Gas.....	150,000	150,000	150,000	.....	.....
Gm 5	Patchogue Gas.....	150,000	150,000	150,000	.....	.....
Gm 6	Sag Harbor Lighting.....	20,000	20,000	20,000	6	1,200
Gm 7	Brockport Gas Light.....	25,000	25,000	25,000	.....	.....
Gm 8	Gas Light, Waverly.....	150,000	150,000	150,000	.....	.....
Gm 9	Owego Gas Light.....	60,000	60,000	60,000	.....	.....
Gm 10	Penn Yan Gas Light.....	24,750	24,750	24,750	.....	.....
Gm 11	Huntington Gas.....	60,000	60,000	60,000	.....	.....
Gm 12	West Shore Gas.....	15,500	15,500	15,500	.....	.....
Gm 13	Suffern Gas.....	100,000	100,000	100,000	.....	.....
Totals.....		933,450	933,450	933,450	.....	4,700

TABLE 306 b: CAPITAL STOCKS ISSUED, COAL GAS AND WATER GAS CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914

The only corporation in this group which reports any capital stocks issued or assumed during the year is the Public Service Corporation of Long Island. This corporation issued \$6200 par value of capital stock during the year under authorizations by the Public Service Commission, Second District, dated November 27, 1912, December 20, 1912, and March 6, 1913, of a total par value of \$92,300. This stock was all issued at par for cash.



TABLE 309: OPERATING REVENUES, COAL GAS AND WATER GAS CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914

Figures in *italics* denote losses.  
The corporations are named in the order of their average revenues from coal gas and water gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 206.

No.	Name of account	Public Service Corp. Long Island Gm 1	South Shore Gas Gm 2	Saugerties Gas Light Gm 3	Sea Cliff & Glen Cove Gas Gm 4	Patchogue Gas Gm 5	Sag Harbor Lighting Gm 6	Brockport Gas Light Gm 7	Gas Light, Waverly Gm 8	Owego Gas Light Gm 9	Penn Yan Gas Light Gm 10	Huntington Gas Gm 11	West Shore Gas Gm 12	Suffern Gas Gm 13
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	Municipal service, gas.....	3,305												
2	Prepaid gas.....	26,750												
3	Commercial metered lighting, gas.....													
4	Commercial heat and power, gas.....													
5	Miscellaneous sales of gas.....													
6	Total from sales of gas.....	30,055	27,262	18,560	18,706	18,835	18,525	14,422	16,203	12,149	12,303	13,126	13,409	11,294
7	Gas merchandise and jobbing revenues.....	4,201	522	424	1,150	1,008	241	405		536	309	204	300	
8	Sales of residuals and byproducts.....			2,267			80	2,844		1,891	1,585			
9	Other miscellaneous gas revenues.....	432	202					663						
10	Total miscellaneous revenues.....	4,634	724	2,690	1,150	1,008	321	3,912		2,427	1,894	204	300	
11	Total gas revenues.....	34,689	27,986	21,250	19,856	19,843	18,846	18,333	16,203	14,576	14,197	13,330	13,109	11,294

TABLE 310: OPERATING EXPENSES, COAL GAS AND WATER GAS CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914

Figures in *italics* denote credits.  
The corporations are named in the order of their average revenues from coal gas and water gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 206.

No.	Name of account	Public Service Corp. Long Island Gm 1	South Shore Gas Gm 2	Saugerties Gas Light Gm 3	Sea Cliff & Glen Cove Gas Gm 4	Patchogue Gas Gm 5	Sag Harbor Lighting Gm 6	Brockport Gas Light Gm 7	Gas Light, Waverly Gm 8	Owego Gas Light Gm 9	Penn Yan Gas Light Gm 10	Huntington Gas Gm 11	West Shore Gas Gm 12	Suffern Gas Gm 13
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	Works superintendence and labor.....		160	3,036	3,089	3,058	2,399	2,432		2,041	2,109	1,937	1,180	2,361
2	Boiler fuel.....			600	477	511	1,025	60		511	530	438	839	1,052
3	Water.....		10	30			75	1,361	61	1,065	1,455	30	49	
4	Fuel under retorts.....			900				5,491		3,767	3,389			
5	Coal carbonized.....			5,561				36		15				
6	Coal gas enricher.....													
7	Generator fuel.....			1,500	2,436	1,500	2,005							
8	Water gas oil.....			1,711	2,836	1,711	3,631							
9	Purification supplies.....			60	355	104	298	103		307	5	1,534	1,653	1,600
10	Miscellaneous works expense.....			275	34	53	34	247		302	392	114	3,290	2,239
11	Repairs power plant and station structures.....			53	55	79	157	49		34	7	168	263	457
12	Repairs gas apparatus.....			29	195	310	310	195		993	160	804	83	58
13	Repairs works tools.....			8	115			115		41	8	2	478	663
14	Gas storage.....			5										
15	Gas from other sources.....			3,304		1,814								
16	Residuals produced, Cr.....							3,740		3,123	2,916			
17	Total production expenses.....	12,063	13,007	7,274	9,193	8,715	10,402	6,787	6,041	6,027	4,984	8,169	8,029	8,719
18	Distribution superin., supplies, and expenses.....			544			655	654		778	661	177	221	
19	Work on meters and consumers' premises.....		1,010	325	325	385	25	89	895	385	25	56	160	103
20	Repairs gas mains and services.....		369	62	66	83	85	125		687	274	173	169	1
21	Repairs gas meters, tools, and appliances.....		262	37						223	47			
22	Total transmission and distribution expenses.....	1,989	21,732	1,093			1,131	1,198	1,219	2,075	1,008	406	550	104
23	Total commercial expenses, gas.....	2,760	1,837	1,518			904		690	1,123	973	27		67
24	General administration.....	1,731	3,688	2,321			925		1,327	740	1,288	1,787	2,418	1,758
25	Insurance.....		165	165	86	86	217	1,068		39	130	43	119	
26	Cost of manufacturing residuals sold.....			1,766				2,844		1,883	1,275			
27	Residuals expense.....			501				855		1,213	104			
28	General amortization.....			514			3,331		900		401			
29	Injuries to persons and property.....			24			15	264		74	99	52	496	
30	General stationery and printing.....			421						10				
31	Store and stable expenses.....			841			286			660				
32	Miscellaneous adjustments, balance.....			214				72	107		970			
33	Total general and miscellaneous expenses.....	1,716	5,749	5,052	1,005	1,256	4,725	5,049	2,146	1,072	2,328	1,882	3,033	1,830
34	Total operating expenses.....	17,529	22,325	14,936	10,197	9,971	17,222	13,034	10,696	10,296	9,292	10,484	11,612	10,719
35	Gas, in units of one thousand cubic feet:													
36	Coal gas manufactured.....			13,017	12,471	9,293	14,768	12,823		9,714	9,221	9,588	10,807	8,642
37	Water gas manufactured.....			11,763	12,471	12,557	11,595	10,582		7,713	7,802	8,750	9,176	7,736
38	Gas sold.....	21,264	17,928											

1 Includes \$348 "Street lamp operations and repairs".

2 Includes \$5 "Street lamp operations and repairs".

TABLE 311 a: OPERATING STATISTICS, COAL GAS AND WATER GAS CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914

The corporations are named in the order of their average revenues from coal gas and water gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 209.

Corp. No.	Name of corporation	Gas on hand at beginning of year	Gas manufactured or purchased during year <sup>1</sup>			Gas disposed of during year			Gas on hand at close of year
			Coal gas	Water gas	All kinds of gas	Sold	Used by company	Unaccounted for	
		<i>M cu.ft.</i>	<i>M cu.ft.</i>	<i>M cu.ft.</i>	<i>M cu.ft.</i>	<i>M cu.ft.</i>	<i>M cu.ft.</i>	<i>M cu.ft.</i>	<i>M cu.ft.</i>
Gm 1	Public Service Corporation, Long Island.....	.....	.....	\$ 21,933	\$ 21,933	21,264	.....	.....	670
Gm 2	South Shore Gas.....	.....	.....	\$ 21,074	\$ 21,074	17,928	255	2,891	.....
Gm 3	Saugerties Gas Light.....	10	13,017	.....	13,017	11,763	164	10,892	10
Gm 4	Sea Cliff and Glen Cove Gas.....	10	.....	12,471	12,471	12,471	.....	.....	10
Gm 5	Patchogue Gas.....	5	.....	\$ 12,592	\$ 12,592	12,557	.....	.....	40
Gm 6	Sag Harbor Lighting.....	92	.....	14,768	14,768	11,565	134	3,131	31
Gm 7	Brockport Gas Light.....	20	12,823	.....	12,823	10,582	.....	2,241	20
Gm 8	Gas Light, Waverly.....	.....	.....	\$ 12,732	\$ 12,732	12,517	214	.....	.....
Gm 9	Owego Gas Light.....	24	9,714	.....	9,714	7,713	334	1,666	25
Gm 10	Penn Yan Gas Light.....	32	9,221	.....	9,221	7,802	572	852	27
Gm 11	Huntington Gas.....	200	.....	9,588	9,588	8,750	.....	838	200
Gm 12	West Shore Gas.....	50	.....	10,807	10,807	9,176	120	1,521	40
Gm 13	Suffern Gas.....	20	.....	8,642	8,642	7,736	120	786	20

Corp. No.	Name of corporation	Locality served <sup>2</sup>	Number of	
			Consumers' meters in service at close of year	Miles distribution mains at close of year
Gm 1	Public Service Corporation, Long Island.....	Hempstead†, North Hempstead†.....	1,041	50.90
Gm 2	South Shore Gas.....	Amityville*, Babylon*, Farmingdale*, Babylon†, Oyster Bay†...	1,343	29.07
Gm 3	Saugerties Gas Light.....	Saugerties*	822	5.93
Gm 4	Sea Cliff and Glen Cove Gas.....	Sea Cliff*, Glen Cove†.....	933	16.00
Gm 5	Patchogue Gas.....	Bellport*, Patchogue*, Blue Point†.....	806	17.30
Gm 6	Sag Harbor Lighting.....	Sag Harbor*	828	8.56
Gm 7	Brockport Gas Light.....	Brockport*	786	10.49
Gm 8	Gas Light, Waverly.....	Waverly*	839	11.88
Gm 9	Owego Gas Light.....	Owego*	719	6.04
Gm 10	Penn Yan Gas Light.....	Penn Yan*	643	7.14
Gm 11	Huntington Gas.....	Huntington†.....	625	9.50
Gm 12	West Shore Gas.....	Haverstraw*, West Haverstraw*.....	570	9.43
Gm 13	Suffern Gas.....	Suffern*	548	5.94

<sup>1</sup> Manufactured unless otherwise noted.

<sup>2</sup> Names of incorporated villages are indicated by an asterisk (\*); names of towns and unincorporated villages by a dagger (†); in case of latter class re-

ports do not always indicate whether a company operated in town or village, or both.

<sup>3</sup> Purchased.

<sup>4</sup> Of this amount, 3299 M cu.ft. were purchased.

TABLE 311 b: STREET LIGHTING STATISTICS, COAL GAS AND WATER GAS CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914

No corporation in this group reports any street lighting.

TABLE 314: ACCIDENTS TO PERSONS, COAL GAS AND WATER GAS CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914

The corporations are named in the order of their average revenues from coal gas and water gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 209.

Corp. No.	Name of corporation	Average number of employees	Employees		Other persons	
			Killed	Injured	Killed	Injured
Gm 1	Public Service Corporation, Long Island.....	13	.....	.....	.....	.....
Gm 2	South Shore Gas.....	16	.....	.....	.....	.....
Gm 3	Saugerties Gas Light.....	11	.....	.....	.....	.....
Gm 4	Sea Cliff and Glen Cove Gas.....	4	.....	.....	.....	.....
Gm 5	Patchogue Gas.....	4	.....	.....	.....	.....
Gm 6	Sag Harbor Lighting.....	6	.....	.....	.....	.....
Gm 7	Brockport Gas Light.....	6	.....	.....	.....	.....
Gm 8	Gas Light, Waverly.....	6	.....	.....	.....	.....
Gm 9	Owego Gas Light.....	7	.....	.....	.....	.....
Gm 10	Penn Yan Gas Light.....	6	.....	.....	.....	.....
Gm 11	Huntington Gas.....	6	.....	.....	.....	.....
Gm 12	West Shore Gas.....	4	.....	.....	.....	.....
Gm 13	Suffern Gas.....	6	.....	.....	.....	.....
Total.....		95	.....	.....	.....	.....





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## NATURAL GAS CORPORATIONS (CLASS B)

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Natural Gas Corporations of Class B are those whose operating revenues for the three years next preceding that covered by the latest annual report to the Commission have averaged between \$25,000 and \$10,000 per annum. The figures following the name give the order in which the corporation appears in the tables.

Addison Gas and Power Company.....	Nm 5	Gowanda Natural Gas Company.....	Nm 2
Baldwinsville Light and Heat Company of Baldwinsville, N. Y.....	Nm 4	Pierce Natural Gas Company.....	Nm 9
Boro Oil and Gas Company.....	Nm 3	Pulaski Gas and Oil Company (Limited), The.....	Nm 7
Cherry Gas and Oil Company.....	Nm 10	Ridge Road Gas and Oil Company, The.....	Nm 8
Comfort Natural Gas Company.....	Nm 11	Silver Creek Gas and Improvement Company, The.....	Nm 1
Consumers Natural Gas Company, The.....	Nm 6		



TABLE 301: BALANCE SHEET, NATURAL GAS CORPORATIONS (CLASS B), DECEMBER 31, 1914

The corporations are named in the order of their average revenues from natural gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 217.

Item	Silver Creek Gas & Im- provement Nm 1	Gowanda Natural Gas Nm 2	Boro Oil & Gas Nm 3	Baldwin- ville Light & Heat Nm 4	Addison Gas & Power Nm 5	Consumers Natural Gas Nm 6	Pulaski Gas & Oil, Ltd. Nm 7	Ridge Road Gas & Oil Nm 8	Pierce Natural Gas Nm 9	Cherry Gas & Oil Nm 10	Comfort Natural Gas Nm 11
1 Cash.....	Dollars 9,841	Dollars 6,819	Dollars 789	Dollars 383	Dollars 142	Dollars 160	Dollars 2,559	Dollars 377	Dollars 50	Dollars 304	Dollars 298
2 Other current assets.....	3,454	4,610	8,444	2,404	142	793	2,247	1,540	1,500	825	706
3 Materials and supplies.....	.....	535	.....	648	.....	856	500	500	1,910	.....	740
4 Miscellaneous investments.....	.....	.....	.....	.....	19,777	104,824	25,000	80,917	90,151	55,358	46,360
5 Fixed capital, natural gas.....	142,212	11,060	10,526	117,824	150,000	.....	.....	.....	329	.....	.....
6 Miscellaneous temporary debits.....	133	.....	.....	.....	.....	37,746	.....	502	.....	.....	2,184
7 Corporate deficit.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8 Total.....	155,508	23,798	19,758	121,269	70,451	144,380	30,307	83,895	93,939	56,488	50,487
9 Unfunded debt.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10 Funded debt.....	375	8,625	4,521	1,292	17,305	83,986	386	59,395	22,243	9,076	487
11 Reserve for replacement and renewals.....	.....	.....	.....	.....	.....	25,000	.....	.....	.....	.....	.....
12 Accrued amortization of capital.....	.....	.....	157	.....	2,902	15,394	.....	.....	17,093	25,103	10,000
13 Other reserves and suspense credits.....	.....	3,700	.....	.....	.....	.....	4,000	.....	.....	3,000	40,000
14 Capital stocks.....	100,000	2,200	2,500	100,000	50,000	20,000	25,000	24,500	54,400	.....	.....
15 Corporate surplus.....	55,133	9,273	12,311	19,977	244	.....	320	.....	204	19,309	.....

<sup>1</sup> "Franchise and Good Will" account.

TABLE 302: INCOME AND CORPORATE SURPLUS OR DEFICIT ACCOUNTS, NATURAL GAS CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914

Figures in *italics* denote losses during year and deficits.  
The corporations are named in the order of their average revenues from natural gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 217.

Item	Silver Creek Gas & Im- provement Nm 1	Gowanda Natural Gas Nm 2	Boro Oil & Gas Nm 3	Baldwin- ville Light & Heat Nm 4	Addison Gas & Power Nm 5	Consumers Natural Gas Nm 6	Pulaski Gas & Oil, Ltd. Nm 7	Ridge Road Gas & Oil Nm 8	Pierce Natural Gas Nm 9	Cherry Gas & Oil Nm 10	Comfort Natural Gas Nm 11
1 Gas operating revenues.....	Dollars 26,247	Dollars 26,125	Dollars 14,991	Dollars 14,974	Dollars 13,402	Dollars 13,100	Dollars 12,476	Dollars 6,716	Dollars 5,805	Dollars 2,512	Dollars 2,326
2 Gas operating expenses.....	6,236	23,386	13,518	8,926	10,500	9,832	10,651	8,373	17,245	5,817	13,110
3 Taxes.....	679	555	497	1,239	482	875	344	664	270	155	438
4 Uncollectible bills.....	.....	35	.....	51	.....	.....	.....	.....	.....	.....	.....
5 Total gas revenue deductions.....	6,915	23,976	14,015	10,216	10,982	10,707	10,995	9,036	17,514	5,972	13,548
6 Income from gas operations.....	19,331	2,150	976	4,758	2,420	2,394	1,481	2,320	11,709	3,460	11,222
7 Non-operating income.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8 Gross income.....	19,331	2,150	976	4,758	2,420	2,394	1,481	2,320	11,709	3,460	11,222
9 Interest on funded debt.....	.....	.....	.....	.....	.....	1,500	.....	.....	.....	.....	.....
10 Other interest deductions.....	.....	.....	.....	.....	1,000	1,687	.....	.....	1,134	.....	.....
11 Rent deductions.....	.....	.....	1,798	.....	.....	.....	.....	.....	.....	350	.....
12 All other income deductions.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13 Total deductions from income.....	.....	.....	1,798	.....	1,000	3,187	.....	.....	1,134	350	.....
14 Net corporate income.....	19,331	2,150	822	4,758	1,421	793	1,481	2,320	12,843	3,810	11,222
15 Surplus or deficit at beginning of period.....	35,801	7,123	13,133	19,219	188	35,669	1,667	1,718	12,632	42,351	9,438
16 Other additions to surplus.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17 Dividends declared.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	400
18 Bad debts written off.....	.....	.....	.....	4,000	1,375	.....	.....	.....	.....	.....	.....
19 Realized depreciation not covered by reserves.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19,231	.....
20 Other deductions from surplus.....	.....	.....	.....	.....	.....	11,285	2,228	5,273	.....	.....	.....
21 Surplus or deficit at close of period.....	55,133	9,273	12,311	19,977	244	37,746	920	602	204	19,309	2,184

<sup>1</sup> Interest adjustment.

TABLE 304: FIXED CAPITAL, NATURAL GAS CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914

So far as fixed capital costs have been classified according to the prescribed Uniform System of Accounts now effective, the net change during the year and the balance at the close of the year in each primary account are shown in Table 304, as reported. The book accounts representing fixed capital installed prior to December 31, 1908, have in most cases not yet been required by the Commission to be re-classified according to the now effective system, and where for this or any other reason expenditures are not so classified, the total is shown against the captions "Undistributed book value" and "Other fixed capital not classified by prescribed accounts".

The amounts shown as "Balance at close of year" will not in all cases equal the sum of the "Net increase during year" added to the balance given in the abstracts for 1913. This is due to corrections, adjustments, and transfers which are not considered part of the year's transactions, but which have been shown in the current report of the corporation concerned as though they had been recorded in the figures for the previous year.

Figures in *italics* denote decreases or credit balances.

The corporations are named in the order of their average revenues from natural gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 217.

Line No.	Name of account	Silver Creek Gas & Improvement Nm 1		Gowanda Natural Gas Nm 2		Boro Oil & Gas Nm 3		Baldwinsville Light & Heat Nm 4		Addison Gas & Power Nm 5		Line No.
		Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	
	Classified by prescribed accounts:	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Land devoted to natural gas operations.....					75						1
2	Intangible natural gas capital.....											2
	<i>Tangible natural gas capital:</i>											
3	General structures.....		7,439									3
4	General equipment.....		2,211			65				11	232	4
5	Pipe in wells.....					1,080		815	2,148			5
6	Other well equipment.....	450	450			190						6
7	Initial development.....					468		3,135	11,780			7
8	Pipe line material.....							595	4,216			8
9	Line construction.....							125	603			9
10	Station buildings and fixtures.....											10
11	Gas receivers and regulators.....					200						11
12	Measuring station equipment.....											12
13	Portable engines, pumps, and boilers.....											13
14	Natural gas services.....									3	165	14
15	Natural gas meters.....		471					187	1,188		450	15
16	Natural gas meter installation.....											16
17	Municipal street lighting fixtures, natural gas.....											17
18	Gas engines and appliances.....											18
19	Gas tools and implements.....							1,487	1,653			19
20	Gas laboratory equipment.....								208			20
21	Engineering and miscellaneous expenditures.....		25,463									21
22	Totals classified by prescribed accounts.....	450	36,034			2,078	6,344	21,795	14	846		22
23	Not classified by prescribed accounts:											
24	Undistributed book value.....		106,178		11,660		8,447	5,000	96,029		18,931	23
25	Other fixed capital not classified by pres. accts.....											24
25	Totals not classified by prescribed accounts.....		106,178		11,660		8,447	5,000	96,029		18,931	25
26	Total fixed capital.....	450	142,212		11,660	10,526	1,344	117,824	14	19,777		26

Line No.	Name of account	Consumers Natural Gas Nm 6		Pulaski Gas & Oil, Ltd. Nm 7	Ridge Road Gas & Oil Nm 8		Pierce Natural Gas Nm 9		Cherry Gas & Oil Nm 10		Comfort Natural Gas Nm 11		Line No.
		Net increase during year	Balance at close of year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	
	Classified by prescribed accounts:	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Land devoted to natural gas operations.....		2,925		25	9,612						9,725	1
2	Intangible natural gas capital.....		496					373				205	2
	<i>Tangible natural gas capital:</i>												
3	General structures.....		104				354	849	19,231	24,454		364	3
4	General equipment.....		188				10	210	1,963	26,686		447	4
5	Pipe in wells.....	27	32,107	1,584	19,212	612	12,826				8,629		5
6	Other well equipment.....				1,398	384	1,120				733		6
7	Initial development.....			5,273	31,751		61,670				21,900		7
8	Pipe line material.....	5	33,184		7,117	195	4,274				567	927	8
9	Line construction.....				4,511	39	3,079		4,005			247	9
10	Station buildings and fixtures.....				288	42	414					511	10
11	Gas receivers and regulators.....	6	12,932			45	194						11
12	Measuring station equipment.....				66								12
13	Portable engines, pumps, and boilers.....		1,492		1,145	1,145	250	2,307				2,064	13
14	Natural gas services.....	106	3,174										14
15	Natural gas meters.....	96	5,407					295		213			15
16	Natural gas meter installation.....		621										16
17	Municipal street lighting fixtures, natural gas.....												17
18	Gas engines and appliances.....		1,104										18
19	Gas tools and implements.....		3,068			100	35	471					19
20	Gas laboratory equipment.....												20
21	Engineering and miscellaneous expenditures.....		8,024		22	5,716		594				810	21
22	Totals classified by prescribed accounts.....	231	104,824		5,709	80,917	12,591	90,151	21,194	55,358	567	46,560	22
23	Not classified by prescribed accounts:												
24	Undistributed book value.....			25,000									23
25	Other fixed capital not classified by pres. accts.....												24
25	Totals not classified by prescribed accounts.....			25,000									25
26	Total fixed capital.....	231	104,824	25,000	5,709	80,917	12,591	90,151	21,194	55,358	567	46,560	26

<sup>1</sup> Includes \$625 "New wells acquired".

<sup>2</sup> Includes \$1475 "New wells acquired".



TABLE 305 a: FUNDED DEBT, NATURAL GAS CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914

The figures given are for the actually outstanding debt (i. e. securities not held by or for the issuing corporation) of the corporation as a whole. Only those corporations are included which report funded debt outstanding at some time during the year.

The amount shown under "Par value authorized" is the amount already legally issued and outstanding in addition to the amount which the respondent claims may be issued without further approval by state or other public authority.

Corp. No.	Name of corporation and designation of securities	Date of maturity	Interest provisions		Par value		Interest		
			Rate	Dates payable	Author-ized	Actually outstand-ing at close of year	Accrued during year	Paid during year	Matured and unpaid at close of year
Nm 6	Consumers Natural Gas: Mortgage bonds.....	1915	% 6	Feb & Aug	Dollars 25,000	Dollars 25,000	Dollars 1,500	Dollars 1,500	Dollars 2,160

TABLE 305 b: FUNDED DEBT ISSUED OR ASSUMED, NATURAL GAS CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914

No corporation in this group reports any funded debt issued or assumed during the year.

TABLE 306 a: CAPITAL STOCKS, NATURAL GAS CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914

The figures given are for the actually outstanding stocks (i. e. stocks not held by or for the issuing corporation) of the corporation as a whole. The amount shown under "Par value authorized" is the amount already legally issued and outstanding in addition to the amount which the respondent claims may be issued without further approval by state or other public authority.

Stock not otherwise specifically described is common.

The corporations are named in the order of their average revenues from natural gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 217.

Corp. No.	Name of corporation and class of stock	Par value			Dividends declared during year	
		Authorized	Actually issued	Actually outstanding at close of year	Rate	Amount
		Dollars	Dollars	Dollars	%	Dollars
Nm 1	Silver Creek Gas and Improvement.....	100,000	100,000	100,000	.....	.....
Nm 2	Gowanda Natural Gas.....	2,200	2,200	2,200	.....	.....
Nm 3	Boro Oil and Gas.....	2,500	2,500	2,500	.....	.....
Nm 4	Balwinsville Light and Heat.....	100,000	100,000	100,000	4	4,000
Nm 5	Addison Gas and Power.....	50,000	50,000	50,000	2.75	1,375
Nm 6	Consumers Natural Gas.....	20,000	20,000	20,000	.....	.....
Nm 7	Pulaski Gas and Oil, Limited.....	25,000	25,000	25,000	.....	.....
Nm 8	Ridge Road Gas and Oil.....	25,000	24,500	24,500	10	2,450
Nm 9	Pierce Natural Gas.....	100,000	54,400	54,400	.....	.....
Nm 10	Cherry Gas and Oil.....	3,000	3,000	3,000	.....	.....
Nm 11	Comfort Natural Gas.....	40,000	40,000	40,000	1	400
	Totals.....		421,600	421,600	.....	8,225

TABLE 306 b: CAPITAL STOCKS ISSUED, NATURAL GAS CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914

No corporation in this group reports any capital stocks issued or assumed during the year.

TABLE 309: OPERATING REVENUES, NATURAL GAS CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914

The corporations are named in the order of their average revenues from natural gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 217.

No.	Name of account	Silver Creek Gas & Im- provement Nm 1	Gowanda Natural Gas Nm 2	Boro Oil & Gas Nm 3	Baldwinsville Light & Heat Nm 4	Addison Gas & Power Nm 5	Consumers Natural Gas Nm 6	Pulaski Gas & Oil, Ltd. Nm 7	Ridge Road Gas & Oil Nm 8	Pierce Natural Gas Nm 9	Cherry Gas & Oil Nm 10	Comfort Natural Gas Nm 11
1	Prepaid natural gas.....	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars
2	Ordinary sales natural gas.....	26,247	25,830	4,289	14,974	13,402	13,016	2,987	6,716	5,389	2,512	2,970
3	Other gas corporations.....	.....	.....	10,102	.....	.....	.....	9,490	.....	417	.....	56
4	Miscellaneous sales natural gas.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	Total from sales of gas.....	26,247	25,830	14,991	14,974	13,402	13,016	12,476	6,716	5,805	2,512	2,926
6	Commissions on others' gas.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	Gas merchandise and jobbing revenues.....	.....	.....	.....	.....	.....	85	.....	.....	.....	.....	.....
8	Other miscellaneous natural gas revenues.....	.....	295	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	Total natural gas revenues.....	26,247	26,125	14,991	14,974	13,402	13,100	12,476	6,716	5,805	2,512	2,926

TABLE 310: OPERATING EXPENSES, NATURAL GAS CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914

The corporations are named in the order of their average revenues from natural gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 217.

No.	Name of account	Silver Creek Gas & Im- provement Nm 1	Gowanda Natural Gas Nm 2	Boro Oil & Gas Nm 3	Baldwinsville Light & Heat Nm 4	Addison Gas & Power Nm 5	Consumers Natural Gas Nm 6	Pulaski Gas & Oil, Ltd. Nm 7	Ridge Road Gas & Oil Nm 8	Pierce Natural Gas Nm 9	Cherry Gas & Oil Nm 10	Comfort Natural Gas Nm 11
1	Field operation.....	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars
2	Repairs wells and field lines.....	565	170	1,798	907	.....	1,392	.....	4,553	3,990	2,936	.....
3	Drilling new wells.....	2,138	.....	4,338	.....	.....	677	3,600	2,417	2,162	.....	.....
4	Natural gas purchased.....	.....	10,702	.....	.....	9,366	.....	.....	.....	1,934	.....	.....
5	Total production expenses.....	13,659	10,872	6,136	907	9,366	2,070	3,600	7,962	8,087	2,936	.....
6	Operating transmission plant.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	Repairs transmission plant.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,708
8	Changing transmission construction.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	212
9	Total transmission expenses.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,921
10	Operating distribution plant.....	1,303	1,200	.....	936	.....	.....	.....	.....	.....	.....	.....
11	Repairs distribution lines and services.....	.....	652	1,750	3	.....	8	.....	.....	.....	.....	.....
12	Repairs meters.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	Shop expenses.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	Total distribution expenses.....	1,303	1,852	1,750	939	.....	8	.....	.....	.....	.....	.....
15	Total commercial expenses, natural gas.....	849	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16	General administration.....	20	5,600	5,600	1,457	900	4,799	4,864	270	197	95	.....
17	Insurance.....	115	37	12	124	13	80	88	39	.....	17	.....
18	General amortization, natural gas.....	.....	3,700	.....	5,000	.....	2,875	1,575	.....	8,818	2,768	10,189
19	Injuries to persons and property.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20	General stationery and printing.....	290	147	20	499	24	.....	15	6	.....	.....	.....
21	Store and stable expenses.....	.....	180	.....	.....	.....	.....	510	.....	143	.....	.....
22	Miscellaneous adjustments, balance.....	.....	998	.....	.....	198	.....	.....	96	.....	.....	.....
23	Total general and miscellaneous expenses.....	424	10,662	5,632	7,081	1,134	7,754	7,051	411	9,158	2,880	10,189
24	Total natural gas operating expenses.....	6,235	23,386	13,518	8,926	10,500	9,832	10,651	8,373	17,245	5,817	13,110
25	Statistics:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
26	Natural gas produced, M cu.ft.....	104,497	50,427	121,316	28,592	.....	20,880	23,669	44,773	38,701	16,744	15,507
27	Natural gas purchased, M cu.ft.....	.....	107,020	.....	.....	37,205	.....	.....	.....	.....	.....	.....
28	Natural gas sold, M cu.ft.....	103,788	137,447	121,316	28,592	39,269	20,880	23,669	44,773	38,701	16,744	15,507

<sup>1</sup> Includes \$957 "Lease and well rentals".



TABLE 311 a: OPERATING STATISTICS, NATURAL GAS CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914

The corporations are named in the order of their average revenues from natural gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 217.

Corp. No.	Name of corporation	Gas produced or purchased during year			Gas sold during year	Number of		
		Produced	Purchased	Total available for distribution		Flat rate consumers at close of year	Consumers' meters in service at close of year	Miles distribution mains at close of year
		<i>M cu.ft.</i>	<i>M cu.ft.</i>	<i>M cu.ft.</i>	<i>M cu.ft.</i>			
Nm 1	Silver Creek Gas and Improvement.....	104,497	.....	104,497	103,788	.....	743	15.00
Nm 2	Gowanda Natural Gas.....	50,427	107,020	157,447	157,447	1	800	8.34
Nm 3	Boro Oil and Gas.....	121,316	.....	121,316	121,316	None	89	.75
Nm 4	Baldwinsville Light and Heat.....	28,592	.....	28,592	28,592	.....	718	7.73
Nm 5	Addison Gas and Power.....	.....	37,205	37,205	<sup>2</sup> 36,369	.....	463	<sup>3</sup> 7.00
Nm 6	Consumers Natural Gas.....	20,880	.....	20,880	20,880	None	590	13.00
Nm 7	Pulaski Gas and Oil, Limited.....	23,669	.....	23,669	23,669	63	619	5.00
Nm 8	Ridge Road Gas and Oil.....	44,773	.....	44,773	44,773	.....	.....	.....
Nm 9	Pierce Natural Gas.....	38,701	.....	38,701	38,701	.....	.....	.....
Nm 10	Cherry Gas and Oil.....	16,744	.....	16,744	16,744	.....	.....	.....
Nm 11	Comfort Natural Gas.....	15,507	.....	15,507	15,507	.....	.....	.....

Corp. No.	Name of corporation	Locality served <sup>1</sup>
Nm 1	Silver Creek Gas and Improvement.....	Silver Creek*
Nm 2	Gowanda Natural Gas.....	Gowanda*
Nm 3	Boro Oil and Gas.....	Collins†
Nm 4	Baldwinsville Light and Heat.....	Baldwinsville*
Nm 5	Addison Gas and Power.....	Addison*
Nm 6	Consumers Natural Gas.....	Montour Falls*, Watkins*
Nm 7	Pulaski Gas and Oil, Limited.....	Pulaski*
Nm 8	Ridge Road Gas and Oil.....	<sup>4</sup> .....
Nm 9	Pierce Natural Gas.....	<sup>5</sup> .....
Nm 10	Cherry Gas and Oil.....	<sup>4</sup> .....
Nm 11	Comfort Natural Gas.....	<sup>4</sup> .....

<sup>1</sup> Names of incorporated villages are indicated by an asterisk (\*); names of unincorporated villages by a dagger (†).

<sup>2</sup> Includes 100 M cu.ft. supplied without direct charge to municipality in accordance with franchise requirements.

<sup>3</sup> Estimated.

<sup>4</sup> All gas sold directly to Iroquois Natural Gas Company at 15 cents per M cu.ft.

<sup>5</sup> Apparently sold to two customers only: Pierce Glass Company and Iroquois Natural Gas Company.

TABLE 311 b: STREET LIGHTING STATISTICS, NATURAL GAS CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914

No corporation in this group reports any street lighting.

TABLE 314: ACCIDENTS TO PERSONS, NATURAL GAS CORPORATIONS (CLASS B), YEAR ENDED DECEMBER 31, 1914

The corporations are named in the order of their average revenues from natural gas operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 217.

Corp. No.	Name of corporation	Average number of employees	Employees		Other persons	
			Killed	Injured	Killed	Injured
Nm 1	Silver Creek Gas and Improvement.....	3	.....	.....	.....	.....
Nm 2	Gowanda Natural Gas.....	2	.....	.....	.....	.....
Nm 3	Boro Oil and Gas.....	1	.....	.....	.....	.....
Nm 4	Baldwinsville Light and Heat.....	3	.....	2	.....	.....
Nm 5	Addison Gas and Power.....	1	.....	.....	.....	.....
Nm 6	Consumers Natural Gas.....	4	.....	.....	.....	.....
Nm 7	Pulaski Gas and Oil, Limited.....	4	.....	1	.....	.....
Nm 8	Ridge Road Gas and Oil.....	1	.....	.....	.....	.....
Nm 9	Pierce Natural Gas.....	3	.....	.....	.....	.....
Nm 10	Cherry Gas and Oil.....	2	.....	.....	.....	.....
Nm 11	Comfort Natural Gas.....	1	.....	.....	.....	.....
	Totals.....	25	.....	3	.....	.....

## ELECTRIC AND GAS PLANTS (CLASS C)

The tables following comprise an abstract of the more important figures shown in the reports of electric and gas plants whose operating revenues for the three years next preceding that covered by the latest annual reports to the Commission have averaged less than \$10,000. Many of these plants do not keep their accounts and other records in much detail; it is often evident that the reported figures are not proper charges or credits against the captions where they appear, but it has not been possible without an unwarranted expenditure of time and energy to discover the truth. Attention has been called to most instances of this sort in a footnote. In many cases, where the reports give little or no information, no figures have been tabulated, but a brief note concerning the company making such a report appears in the Historical and Explanatory Statement. The corporations and plants of each class are ranked according to their operating revenues, and the figures following each name indicate the order in which it appears in the tables.

### ELECTRICAL CORPORATIONS (CLASS C)

Adams Electric Light Company.....	4	Marion Power Company.....	61
Addison Electric Light and Power Company, The.....	33	Mexico Electric Company.....	18
Afton-Windsor Light, Heat and Power Company, Inc.....	76	Middleburgh and Schoharie Electric Light, Heat and Power Company, The.....	23
Antwerp Light and Power Company.....	31	Middleville Electric Light Company.....	73
Berlin Electric Light, Heat and Power Company, The.....	64	Millerton Electric Light Company, The.....	8
Bolton Light and Power Company.....	62	Mineville Light, Heat and Power Company.....	37
Boquet Electric Power Company.....	57	Mooers Electric Light Company, Inc., The.....	80
Buttermilk Falls Electric Company, The.....	13	Moravia Electric Light, Heat and Power Company, The.....	46
Carroll Electric Light and Power Company.....	85	Morgan and Wyman Electric Light and Power Company.....	83
Cattaraugus Electric Light and Power Company.....	63	New Berlin Light and Power Company.....	41
Champlain Electric Company, The.....	67	Newport Electric Light and Power Company.....	43
Chaumont Electric Light Company, The.....	71	North Creek Electric Company.....	53
Cold Spring Light, Heat and Power Company.....	32	Northern Adirondack Power Company.....	15
Conant-Bryant Power Company.....	29	North Shore Electric Light and Power Company.....	5
Corinth Electric Light and Power Company.....	11	North Syracuse Light and Power Company.....	72
Deer River Power Company, The.....	1	Ovid Electric Company.....	14
Delaware and Otsego Light and Power Company.....	60	Oxford Electric Light Company, The.....	20
Delaware County Electric Light and Power Company.....	12	Panama Power Company, The.....	84
Dunkirk Distribution Company.....	6	Peoples Electric Light and Power Company of Silver Creek.....	68
Dwaas Electric Company.....	49	Phoenix Gas and Electric Company, Inc.....	77
Earlville Electric Light Company.....	52	Pulaski Electric Light Company.....	47
Ellicottville Electric Light Company.....	44	Randolph Light and Power Company, Inc.....	9
Fishers Island Electric Light, Heat and Power Company.....	45	Red Hook Light and Power Company.....	2
Fort Covington Light, Heat and Power Company, The.....	56	Rensselaer Falls Electric Light and Power Company.....	69
Franklin Springs Electric Light Company.....	66	Riddell Electric Light and Power Corporation.....	78
Fulton Chain Electric Company.....	50	Ripley Electric Company.....	88
Genesee Valley Power Company.....	25	Sag Harbor Electric Light and Power Company.....	10
Great Bear Light and Power Company, The.....	65	St. Lawrence Transmission Company.....	24
Gregory Electric Company, Inc.....	75	St. Regis Light and Power Company.....	21
Hammondsport Electric Light Company.....	19	Salem Light, Heat and Power Company.....	34
Harrisville Electric Light and Power Company.....	55	Schenevus Electric Light and Power Company, The.....	74
Herkon Electric Light Company.....	54	Schodack Light and Power Corporation.....	40
Hilton Electric Light, Power and Heat Company.....	48	Scottsville Electric Light and Gas Company, The.....	59
Hoosac River Electric Light and Power Company.....	42	Seely Electric Company, The.....	39
Hydro-Electric Power Company.....	81	Sherman Electric Light Company.....	58
Inter-Village Electric Corporation.....	16	Suburban Power Company.....	87
Jordan Electric Light and Power Company.....	26	Ticonderoga Electric Light and Power Company, The.....	7
Keyes Electric Company.....	28	Tyler Light and Power Company, Inc.....	82
Lewiston and Lake Ontario Shore Power Company.....	17	Union Electric Company.....	79
Lima-Honeoye Light and Railroad Company.....	38	Union Springs Light and Power Company.....	35
Livingston Manor Electric Company.....	27	Vestal Lighting Company, The.....	86
Livonia Light and Heat Company, The.....	36	Wayne Power Company.....	3
Madrid Electric Light Company, Inc.....	70	Weedsport Electric Light Company.....	22
Marcellus Lighting Company, Inc.....	51	Western New York Electric Company.....	30

Returns not tabulated; see Historical and Explanatory Statement.

Ausable Valley Light, Heat and Power Company  
Thousand Island Electric Light and Power Company, Limited, The

Western Vermont Power and Light Company, The

### UNINCORPORATED ELECTRIC PLANTS (CLASS C)

Aurora Electric Light Company (Wells College).....	23	Lake George (Charles S. Wood).....	28
Belleville (Harlow E. Ralph).....	33	Leonardsville (Lynn H. Baldwin).....	29
Black River (The Empire Wood Pulp Company).....	15	Lyons Falls (G. H. P. Gould).....	12
Brasher Falls (Milling and Lighting Company).....	19	Manlius (W. J. Phillips).....	2
Carmel (E. Fowler).....	11	Nicholville Electric Light Company.....	5
Cicero Lighting Company.....	16	Nunda (Nunda Casket Company).....	9
Cuba Electric Company (Frederick B. Simpson).....	1	Oneida (Kenwood Electric Light Company).....	21
Deansboro (F. L. Nelson).....	22	Oriskany Falls (Edwin S. Hamblin Company).....	14
Downsville (Holmes Milling Company).....	31	Otto Electric Light Company (T. P. Truby).....	32
Dundee Electric Lighting Plant.....	4	Port Leyden Electric Light and Power Company (Homer E. Wilson).....	8
Eaton-Morrisville Power Company (A. H. Dresser).....	6	Redwood (Holmes Brothers).....	20
Edwards Electric Light and Power Company (Urban O. Webb).....	24	Shushan Electric Light Station (L. C. Piser).....	26
Elizabethtown Electric Light Plant (C. M. Wood).....	10	Sinclairville Electric Light Plant (Wm. Huntington).....	25
Ellenburgh Depot (Norman I. White).....	30	Solsville Electric Light and Power Plant (George R. Smith).....	17
Ellenville (Rondout Power Company).....	13	Warrensburgh Electric Light Works (John G. Smith).....	3
Falconer Electric Light Plant (Fred Sprague).....	7	Worcester Electric Light Plant (Harry Shafer).....	18
Glenfield Manufacturing Company.....	27		



Returns not tabulated; see Historical and Explanatory Statement.

Bemus Point Electric Light and Power Company (George H. Rappole)		Macedon (Macedon Milling Company)	
Elmira Transmission Company		Pine Bush (Edward R. Senn)	
Higley Falls (Snell Power Company)		Theresa Electric Light Company	
Kerhonkson (Charles H. Stokes)			

## ELECTRICAL AND GAS CORPORATIONS (CLASS C)

Attica Water, Gas and Electric Company, The (electrical and natural gas).	4	Geneseo Gas Light Company, The.....	1
Central New York Power Company.....	2	Waterville Gas and Electric Company, The.....	3

Returns not tabulated; see Historical and Explanatory Statement.

Consumers' Gas Company of Long Island

## COAL GAS AND WATER GAS CORPORATIONS (CLASS C)

Fidelity Gas Company of Hoosick Falls, New York, The.....	3	Syracuse Suburban Gas Company, Inc.....	4
Goshen Illuminating Company.....	1	Watkins Illuminating and Power Company.....	5
Saranac Lake Gas Company.....	2		

## UNINCORPORATED COAL GAS AND WATER GAS PLANT (CLASS C)

Medina (Thomas G. Hinds, Trustee)

## MUNICIPAL COAL GAS AND WATER GAS PLANT (CLASS C)

Kenmore

## NATURAL GAS CORPORATIONS (CLASS C)

Attica Natural Gas Company, The.....	2	Lackawanna-Reserve Gas Company.....	19
Brocton Gas and Fuel Company.....	1	New York State Natural Gas Corporation.....	17
Caledonia Natural Gas Company, The.....	15	North Buffalo Natural Gas Fuel Company, The.....	16
Canisteo Gas Company, The.....	8	North Collins Fuel and Supply Company .....	9
Churchville Oil and Natural Gas Company.....	11	Peoples Natural Gas Company, The.....	3
Citizens Gas and Fuel Company of Dunkirk.....	7	Rushville Mining and Gas Company.....	13
Eden Gas and Fuel Company.....	14	Sandy Creek Oil and Gas Company, Limited, The.....	6
Gorham Marl and Natural Gas Company.....	18	Snyder Gas Company.....	10
Granby and Hemenway Gas Company, Inc., The.....	12	Tri-County Natural Gas Company.....	4
Home Gas Company.....	20	Williamsville Natural Gas Company.....	5

Returns not tabulated; see Historical and Explanatory Statement.

Nenno Natural Gas and Oil Company	Oliver Gas and Fuel Company, The
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## UNINCORPORATED NATURAL GAS PLANTS (CLASS C)

Bolivar (Alfred C. McDonnell).....	1	Southport Gas Company (Miles T. Cassada).....	2
Rexville (Austin Gas Company).....	3		

Returns not tabulated; see Historical and Explanatory Statement.

Richburg (F. L. Putnam and Son)	Richburg (Levi Hardman and Sons)
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## GASOLINE GAS CORPORATIONS (CLASS C)

Cincinnati Gas Company.....	8	Morris Gas Company, The.....	10
Clinton Gas Company.....	2	Otego Lighting Company.....	9
DeRuyter Gas Company, The.....	6	Roxbury Gas Lighting Company, The.....	1
Margaretville Gas Light Company.....	4	Sherburne Gas Company.....	5
Merchants Gas Company of South Otselic, N. Y., The.....	7	West Winfield Gas Company.....	3

Returns not tabulated; see Historical and Explanatory Statement.

Afton Gas Light Company, The	Jeffersonville Gas Company, The
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## UNINCORPORATED GASOLINE GAS PLANTS (CLASS C)

Callicoon Acetylene Gas Company (John Dering).....	2	South New Berlin Gas Company (Ott Smeader).....	3
Canaseraga Gas Company (William C. Windsor).....	1		

## MUNICIPAL GASOLINE GAS PLANT (CLASS C)

Milford

## ACETYLENE CORPORATIONS (CLASS C)

Altamont Illuminating Company, The.....	5	Nichols Gas Company, The.....	9
Catskill Mountain Gas Company, The.....	4	Parish Lighting Company, The.....	8
Cherry Valley Gas Company, The.....	6	Philmont Lighting and Power Company.....	11
Edmeston Light, Heat and Power Company.....	10	Pittsford Light and Heat Company, The.....	7
Eureka Gas Company.....	12	Quogue Gas Company.....	2
Millbrook Gas and Electric Company.....	1	Southold Lighting Company, The.....	3

Returns not tabulated; see Historical and Explanatory Statement.

Amenia Acetylene Gas Company  
Webster Gas Company

Wells Island Light and Heat Company

## UNINCORPORATED ACETYLENE PLANTS (CLASS C)

Bridgehampton (James A. Sanford and Son).....	2	Phoenicia (James Walton).....	1
Locke Gas Company (H. A. Stanton).....	3	Shortsville (F. A. Titus).....	4

Returns not tabulated; see Historical and Explanatory Statement.

Union Springs Gas Company (Mrs. Marion Yawger)

## MUNICIPAL ACETYLENE PLANT (CLASS C)

Spencerport

## MUNICIPAL ELECTRIC PLANTS (CLASS C)

Arcade.....	11	Mohawk.....	6
Bergen.....	20	Philadelphia.....	16
Brocton.....	17	Port Byron.....	22
Cape Vincent.....	15	Rouses Point.....	14
Clinton.....	8	Savannah.....	24
Frankfort.....	4	Sherburne.....	9
Greene.....	10	Silver Springs.....	23
Green Island.....	18	Springville.....	1
Groton.....	5	Theresa.....	21
Hadley.....	25	Tully.....	19
Holley.....	2	Tupper Lake.....	7
Little Valley.....	12	Westfield.....	3
Marathon.....	13		

Returns not tabulated; see Historical and Explanatory Statement.

Castile  
Clifton Springs

Mayville



## LIGHT, HEAT, AND POWER

The corporations are named in the order of their average operating revenues during the year ended December 31, 1914; for their names in alphabetic order

## ELECTRICAL CORPORATIONS

Line No.	Deer River Power 1	Red Hook Light & Power 2	Wayne Power 3	Adams Electric Light 4	North Shore Electric Light & Power 5	Dunkirk Distribution 6	Ticonderoga Electric Light & Power 7	Millerton Electric Light 8	Randolph Light & Power 9	Sag Harbor Electric Light & Power 10	Corinth Electric Light & Power 11	Delaware County Electric Lt. & Pr 12	Line No.
1	Dollars 172,382	Dollars 295,887	Dollars 136,264	Dollars 45,737	Dollars 107,351	Dollars 7,966	Dollars 30,314	Dollars 9,667	Dollars 26,702	Dollars 19,732	Dollars 10,333	Dollars 37,219	1
2	1,493	2,907	887	415	1,963	.....	115	806	1,308	152	850	1,870	2
3	120	549	3,100	991	593	.....	31	217	590	1,057	2,469	357	3
4	1,870	3,286	6,810	1,949	4,536	2,612	340	2,914	2,659	1,525	1,232	2,316	4
5	.....	1,843	.....	2,000	150	3	.....	119	38	.....	14,500	140	5
6	.....	25,495	1,970	.....	5,835	6,659	.....	.....	.....	12,065	.....	.....	6
7	112,000	70,000	105,000	25,000	.....	.....	.....	.....	6,000	20,000	.....	25,000	7
8	.....	47,676	5,000	800	93,332	.....	4,600	.....	.....	.....	.....	5,604	8
9	.....	291	.....	.....	191	.....	.....	.....	405	.....	.....	.....	9
10	809	.....	1,701	733	24,963	6,167	.....	5,473	1,297	9,132	69	2,928	10
11	.....	.....	600	.....	563	1,586	.....	.....	.....	.....	2,000	.....	11
12	11,062	.....	1,730	625	.....	.....	.....	.....	.....	.....	.....	.....	12
13	25,000	12,000	35,000	18,000	1,380	9,500	16,000	7,500	17,000	5,400	25,000	6,500	13
14	26,993	.....	.....	5,934	.....	.....	10,200	739	6,596	.....	2,316	1,869	14
15	12,762	12,094	10,711	10,747	10,322	10,281	10,159	9,407	8,932	9,926	9,701	9,466	15
16	36	.....	95	.....	385	.....	.....	600	1,078	.....	.....	.....	16
17	4,190	.....	.....	4,595	7,354	10,323	6,733	5,091	6,370	5,181	1,995	4,866	17
18	160	.....	45	164	388	.....	125	.....	2	.....	.....	.....	18
19	119	.....	112	1,361	1,069	252	1,248	1,421	149	1,456	3,247	674	19
20	139	.....	252	.....	256	.....	.....	44	83	15	.....	.....	20
21	184	.....	.....	.....	549	.....	184	.....	392	.....	480	.....	21
22	1,882	.....	6,682	2,744	2,241	526	1,178	1,484	1,107	9	489	972	22
23	6,674	15,666	7,090	8,864	11,080	11,101	9,468	8,806	8,105	6,660	6,210	6,512	23
24	650	180	674	427	368	114	176	287	152	375	280	420	24
25	.....	.....	.....	.....	.....	.....	309	.....	210	.....	.....	.....	25
26	6,780	4,312	5,948	1,287	6,191	.....	504	.....	535	1,200	.....	1,250	26
27	.....	.....	.....	.....	.....	.....	.....	45	.....	.....	1,500	.....	27
28	.....	.....	.....	.....	.....	.....	.....	17	.....	.....	8,500	.....	28
29	1,306	8,064	2,905	169	6,932	934	10	569	1,201	1,481	1,211	1,284	29
30	61	.....	.....	.....	1,096	.....	.....	.....	.....	.....	.....	373	30
31	1,218	.....	.....	.....	17,129	.....	.....	.....	.....	.....	.....	.....	31
32	.....	.....	.....	.....	.....	.....	15	5	.....	.....	.....	33	32
33	140	220	260	155	129	.....	46	58	110	150	203	.....	33
34	.....	.....	.....	.....	.....	.....	70.00	\$50.00	.....	.....	.....	\$45.00	34
35	\$5.00	\$10.00	\$20.00	\$12.75	\$15.00	.....	.....	\$15.00	.....	.....	\$13.50	\$22.50	35
36	.....	21	.....	.....	.....	37	36	5	27	47	.....	55	36
37	113	240	497	297	285	50	218	171	203	130	186	163	37
38	\$0.10	.....	\$0.15	\$0.07	\$0.10	\$0.08	\$0.10	\$0.16	\$0.10	\$0.14	\$0.08	\$0.15	38
39	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	39
40	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40

## ELECTRICAL CORPORATIONS

Line No.	Weedsport Electric Light 22	Middleburgh & S. Electric Lt. & Pr. 23	St. Lawrence Transmission 24	Genesee Valley Power 25	Jordan Electric Light & Power 26	Livingston Manor Electric 27	Keyes Electric 28	Conant-Bryant Power 29	Western New York Electric 30	Antwerp Light & Power 31	Cold Spring Light & Power 32	Addison Electric Light & Power 33	Line No.
1	Dollars 26,607	Dollars 54,925	Dollars 33,970	Dollars 44,631	Dollars 10,489	Dollars 39,623	Dollars 11,800	Dollars 36,837	Dollars 26,543	Dollars 55,522	Dollars 15,200	Dollars 24,867	1
2	739	345	.....	1,138	73	599	.....	.....	195	567	350	532	2
3	179	35	3,013	396	437	175	.....	327	269	455	203	746	3
4	1,017	2,315	41,170	1,055	.....	656	5,965	364	1,508	908	458	.....	4
5	167	.....	.....	.....	.....	6	.....	.....	116	.....	9,476	.....	5
6	128	.....	.....	1,579	.....	.....	.....	.....	.....	.....	.....	3,726	6
7	6,000	10,000	.....	11,000	.....	.....	.....	.....	.....	7,000	.....	.....	7
8	.....	750	.....	10,827	.....	17,206	7,150	9,053	13,519	500	.....	.....	8
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	7,836	2,035	2,651	419	.....	10,074	570	2,842	5,194	1,240	.....	6,870	10
11	.....	.....	.....	1,552	.....	.....	.....	.....	1,463	.....	.....	.....	11
12	.....	.....	.....	.....	3,279	5,406	.....	.....	1,453	2,443	.....	.....	12
13	15,000	40,000	10,000	25,000	10,000	10,500	4,000	25,000	6,100	43,000	15,200	23,000	13
14	.....	4,836	65,502	.....	999	.....	639	633	902	3,299	10,486	.....	14
15	7,327	7,849	11,757	7,426	7,235	7,098	6,729	6,636	6,184	6,120	6,091	6,069	15
16	572	.....	1,013	.....	46	.....	.....	.....	.....	1,888	.....	.....	16
17	4,208	2,756	.....	1,717	3,788	.....	3,223	2,962	2,428	1,741	.....	5,541	17
18	.....	437	.....	230	1,434	.....	386	45	83	.....	.....	249	18
19	330	346	.....	547	656	.....	591	1,974	745	314	15,652	.....	19
20	525	.....	.....	1,177	21	.....	93	470	331	.....	.....	101	20
21	894	.....	.....	1,496	.....	.....	.....	238	1	.....	.....	.....	21
22	1,061	1,014	.....	1,316	.....	.....	1,028	314	1,667	2,916	556	2,821	22
23	7,018	4,553	12,604	6,483	5,899	6,396	5,321	6,003	5,255	4,970	7,109	8,713	23
24	189	252	280	348	337	269	345	.....	133	547	82	201	24
25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25
26	601	595	.....	1,197	.....	387	424	.....	726	605	.....	.....	26
27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	27
28	219	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	28
29	128	2,449	2,486	.....	999	93	639	633	70	1,885	.....	2,845	29
30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	307	30
31	387	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	31
32	41	8	.....	.....	.....	.....	30	.....	.....	.....	.....	8	32
33	3	115	.....	125	102	.....	51	66	152	94	103	87	33
34	\$60.00	\$65.00	.....	.....	.....	.....	\$60.00	.....	.....	.....	.....	\$75.00	34
35	\$25.00	.....	.....	.....	\$16.66	.....	\$9.00	\$15.00	.....	\$14.11	.....	\$24.00	35
36	.....	120	.....	6	29	.....	10	2	7	.....	94	.....	36
37	261	6	.....	247	173	227	100	130	225	167	6	121	37
38	\$0.10	.....	.....	\$0.09	\$0.10	\$0.18	.....	\$0.12	\$0.10	\$0.10	.....	\$0.10	38
39	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	39
40	2	.....	.....	1	.....	.....	1	.....	.....	.....	.....	.....	40

<sup>1</sup> Figures in italics denote deficits. <sup>2</sup> Includes \$13,887 "Plant in course of construction." <sup>3</sup> Franchise. <sup>4</sup> 13 lamps at \$13.80; 33 lamps at \$12. <sup>5</sup> 86 lamps at Randolph at \$18.72; 24 lamps at East Randolph at \$22.86. <sup>6</sup> 50 lamps at \$20; 100 lamps at \$15. <sup>7</sup> Contract for power, electric, in consideration of abandoning water power" at Luzerne. <sup>8</sup> "Depreciation." <sup>9</sup> 52 40-to-50-c. p. lamps at \$20; 63 32-c.p. lamps at \$16. <sup>10</sup> Flat rate for

all current sold. <sup>11</sup> All sold to Remington Martin Company. <sup>12</sup> Includes power bought of St. Lawrence River Power Company, \$4837. <sup>13</sup> 35 lamps at Fillmore, \$12; 50 lamps at Pike, \$10; 40 lamps at Bliss, \$12. <sup>14</sup> Metered. <sup>15</sup> Evidently includes poles and wires for extension of system improperly charged to operating expenses. <sup>16</sup> 32 lamps at \$12; 71 lamps at \$24. <sup>17</sup> 50c. to \$1 per lamp per month.

## PLANTS (CLASS C), 1914

and their ranking on the basis of operating revenues see page 223.

## ELECTRICAL CORPORATIONS

Line No.	Item	Buttermilk Falls Electric 13	Ovid Electric 14	Northern Adirondack Power 15	Inter-Village Electric Corp. 16	Lewiston & Lake Ontario Shore Pr. 17	Mexico Electric 18	Hammondsport Electric Light 19	Oxford Electric Light 20	St. Regis Light & Power 21	Line No.
	<i>Assets:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Cost of plant and equipment.....	25,000	79,055	214,341	17,496	42,233	35,772	16,894	35,357	68,502	1
2	Materials and supplies.....	575	474	131	300	3,017	1,949	470	843	278	2
3	Cash.....		378	1,222		91	511	364	500	123	3
4	Bills and accounts receivable.....	6,002	7,520	2,057	428	2,822	1,514		2,066		4
5	Other assets.....		1,130		2,500		830		95	1,439	5
6	Deficit.....			52,243			1,199				6
	<i>Liabilities:</i>										
7	Funded debt.....	15,000	41,800	81,000	12,500	13,500	25,000				7
8	Bills payable.....	420		37,207		3,114	3,059		4,900		8
9	Consumers' deposits.....										9
10	Other accounts payable.....		3,056	112,321	1,980	2,590	3,217		217	14,480	10
11	Reserves.....		6,020						5,226		11
12	Other liabilities.....		8,718	9,465					270		12
13	Capital stock.....	15,000	25,000	30,000	4,900	25,000	10,500	10,000	10,000	50,000	13
14	Surplus.....	1,157	3,963		1,345	3,950		7,728	18,247	5,862	14
	<i>Income and expenses:</i>										
15	Total revenues from sales of current.....	9,451	9,235	9,155	7,675	8,292	8,401	8,277	4,666	7,624	15
16	Other revenues.....			47	1,448	495		96	151	315	16
17	Production expenses.....	4,048	6,324	3,571		4,034	3,236	2,821	1,645	1,261	17
18	Transmission expenses.....	3,807	68	118		214	59	41		65	18
19	Distribution expenses.....		180	661		64	199	6	155	505	19
20	Utilization expenses.....		540	478		113	197	36	205	595	20
21	Commercial expenses.....		827	1,358		318	327		377		21
22	General and miscellaneous expenses.....	202	429	1,780		890	1,626	3,295	373	1,057	22
23	Total operating expenses.....	8,057	8,368	7,966	7,424	5,632	5,644	6,198	2,755	3,483	23
24	Taxes and uncollectible bills.....	415	617	1,224	324	225	349	323	153	783	24
25	Rents.....			41	144	207	440			100	25
26	Interest.....	750	2,493	4,096	800	686	1,476		105	657	26
27	Dividends.....							1,600		2,000	27
28	Miscellaneous deductions.....						12				28
29	Surplus or deficit for year <sup>1</sup> .....	228	2,244	4,126	431	2,037	479	253	1,804	915	29
30	Debits to surplus.....						6,106		111		30
31	Credits to surplus.....				843		45				31
	<i>Miscellaneous statistics:</i>										
32	Number street lamps, arc.....			39	52		26		39		32
33	Number street lamps, incandescent.....	150	162	65		111	21	66		100	33
34	Price per lamp per year, arc.....				\$74.00		\$50.00		\$65.00		34
35	Price per lamp per year, incandescent.....	\$15.00					\$12.50	\$24.00		\$12.00	35
36	Number flat rate consumers.....	22	59	51	1	54	5		12	156	36
37	Number consumers' meters in service.....	126	283	315	139	151	172	248	217		37
38	Base rate per kw.h.....	\$0.14	\$0.15	\$0.13	\$0.08	\$0.10		\$0.10	\$0.12		38
39	Number persons killed during year.....										39
40	Number persons injured during year.....									1	40

## ELECTRICAL CORPORATIONS

Line No.	Item	Salem Light, Heat & Power 34	Union Springs Light & Power 35	Livonia Light & Heat 36	Mineville Light, Heat & Power 37	Lima-Honeoye Light & Railroad 38	Seely Electric 39	Schodack Light & Power Corp. 40	New Berlin Light & Power 41	Hoosac River Electric Lt. & Pr. 42	Line No.
	<i>Assets:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Cost of plant and equipment.....	50,817	35,000	37,005	12,862	20,242	14,849	11,933	25,868	20,221	1
2	Materials and supplies.....	196				83	599		75	110	2
3	Cash.....	721		160		246	390		780		3
4	Bills and accounts receivable.....	2,141	400	1,516	205	682	984	792	597	6,534	4
5	Other assets.....			104		77				36	5
6	Deficit.....	8,196				18,788			2,101		6
	<i>Liabilities:</i>										
7	Funded debt.....	25,000	10,000	15,000							7
8	Bills payable.....	8,791	400	1,000		9,100		550	18,793		8
9	Consumers' deposits.....										9
10	Other accounts payable.....	1,500		8,997	132	25,889	238	443	628		10
11	Reserves.....	1,779		65	2,738	61				3,987	11
12	Other liabilities.....			305		67				20	12
13	Capital stock.....	25,000	25,000	12,000	10,000	5,000	15,000	10,000	10,000	18,000	13
14	Surplus.....			1,418	197		14	2,300		4,893	14
	<i>Income and expenses:</i>										
15	Total revenues from sales of current.....	6,067	5,850	5,816	5,745	5,645	5,502	5,260	5,096	5,040	15
16	Other revenues.....	100				12 5,018	94	1	172		16
17	Production expenses.....	1,418		1,734		1,877	2,493	2,206	2,446	1,509	17
18	Transmission expenses.....	22		56			518	148			18
19	Distribution expenses.....	128		1,017		1,027	165	134	333	365	19
20	Utilization expenses.....	43		110		132			180	126	20
21	Commercial expenses.....			497		294	503		300	173	21
22	General and miscellaneous expenses.....	1,226		556		471		69	162	1,218	22
23	Total operating expenses.....	2,838	3,511	3,971	4,052	3,802	3,679	2,557	3,442	3,391	23
24	Taxes and uncollectible bills.....	248	100	263	53	159	176	47	239	126	24
25	Rents.....								200		25
26	Interest.....	1,867	600	960		546		367	799		26
27	Dividends.....				1,000			900			27
28	Miscellaneous deductions.....				11 1,286			16 1,267			28
29	Surplus or deficit for year <sup>1</sup> .....	1,189		622	646	3,879	840	1,024	588	1,523	29
30	Debits to surplus.....			32						6	30
31	Credits to surplus.....	12								2	31
	<i>Miscellaneous statistics:</i>										
32	Number street lamps, arc.....	31							1		32
33	Number street lamps, incandescent.....		92		158	13 32	125	75	70	112	33
34	Price per lamp per year, arc.....	\$60.00							\$50.00		34
35	Price per lamp per year, incandescent.....		\$17.50		\$10.55	13 \$50.00	15	\$23.33	\$15.00	\$15.00	35
36	Number flat rate consumers.....						24		58		36
37	Number consumers' meters in service.....	148	138	144	240	134	123	119	81	152	37
38	Base rate per kw.h.....	\$0.15	\$0.10		\$0.10	\$0.08	\$0.15	\$0.14	\$0.10	\$0.12	38
39	Number persons killed during year.....										39
40	Number persons injured during year.....										40

<sup>1</sup> Figures in italics denote deficits.<sup>2</sup> Includes \$3733 described as "Treasury account".<sup>3</sup> 99 lamps at Ovid and Interlaken, \$20; 63 lamps at Trumansburg, \$22.<sup>4</sup> At Keeseville, 31 enclosed arcs \$42, 35 incandescents 16-c.p. \$8, and 32-c.p., \$16; at Peru, 20 incandescents \$22; at Ausable Forks, 8 enclosed arcs \$50, and 10 incandescents \$8.<sup>5</sup> Unamortized debt discount.<sup>6</sup> Includes \$2995 "Power".<sup>7</sup> 79 lamps at Lewiston, \$10; 32 lamps at Youngstown, \$12.<sup>8</sup> Includes adjustment of fixed capital account as result of examination by Public Service Commission, \$4171; personal injuries 1913, \$1861.<sup>9</sup> Report covers period January 1 to July 31, 1914; see Historical and Explanatory Statement.<sup>10</sup> 31 lamps at \$16; 33 lamps at \$9.<sup>11</sup> \$1286 reported as

"Depreciation," but shown as a charge against gross income, should apparently be included with operating expenses.

<sup>12</sup> Loss in Electric Railroad department leased from the Lima-Honeoye Electric Light and Railroad Company.<sup>13</sup> 20 350-c.p. lamps at Lima, \$50; 12 32-c.p. lamps at Honeoye Falls, free.<sup>14</sup> Surplus balance not reported; inequality between assets and liabilities unexplained.<sup>15</sup> 50 lamps at Spencer, \$22.50; 42 lamps at Candor, \$18; 33 lamps at Van Etten, \$18.<sup>16</sup> \$1205 reported as "Depreciation," but shown as a charge against gross income, should apparently be included with operating expenses.



## LIGHT, HEAT, AND POWER

The corporations are named in the order of their average operating revenues during the year ended December 31, 1914; for their names in alphabetic order  
ELECTRICAL CORPORATIONS

Line No.	Newport Electric Light & Power 43	Ellicottville Electric Light 44	Fishers Island El. Lt., Ht. & Pr. 45	Moravia Electric Light, Ht. & Pr. 46	Pulaski Electric Light 47	Hilton Electric Light, Pr. & Ht. 48	Dwaas Electric 49	Fulton Chain Electric 50	Marcellus Lighting 51	Earlville Electric Light 52	North Creek Electric 53	Hermon Electric Light 54	Line No.
1	Dollars 64,000	Dollars 8,000	Dollars 17,045	Dollars 29,627	Dollars 48,103	Dollars 7,644	Dollars 11,675	Dollars 5,331	Dollars 11,525	Dollars 11,970	Dollars 36,650	Dollars 5,940	1
2	101	225	298	103	247	213	.....	360	50	1,347	2,240	.....	2
3	653	.....	.....	20	764	29	297	1,297	133	10	258	.....	3
4	197	324	.....	337	398	1,320	947	1,079	485	947	1,716	.....	4
5	.....	900	\$ 4,771	\$ 10,000	176	52	200	.....	.....	.....	14,247	.....	5
6	.....	.....	15,914	9,230	1,201	2,220	.....	.....	.....	.....	.....	3,810	6
7	15,000	.....	.....	13,500	7,000	.....	.....	.....	.....	.....	1,337	.....	7
8	40,500	200	.....	15,379	1,200	5,000	.....	60	840	1,400	30,312	1,000	8
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	.....	.....	.....	156	3,352	1,291	459	717	.....	914	.....	.....	10
11	.....	.....	.....	283	.....	187	.....	.....	.....	.....	.....	.....	11
12	.....	.....	\$ 23,028	.....	30,336	.....	.....	.....	.....	.....	.....	.....	12
13	15,000	5,000	15,000	20,000	9,000	5,000	11,600	5,000	10,000	10,000	20,000	8,750	13
14	.....	4,249	.....	.....	.....	.....	1,060	2,290	1,354	1,960	3,463	.....	14
15	5,017	4,973	4,930	4,896	4,760	4,587	4,474	4,473	4,201	4,427	4,416	4,339	15
16	.....	.....	.....	.....	.....	97	.....	.....	258	163	1,131	.....	16
17	.....	4,525	2,332	979	4,375	3,067	.....	2,925	1,820	2,707	944	.....	17
18	.....	.....	1,455	67	.....	.....	.....	.....	42	.....	776	.....	18
19	.....	.....	438	.....	.....	87	1,316	627	.....	270	.....	.....	19
20	.....	.....	.....	.....	.....	109	.....	.....	72	639	.....	.....	20
21	.....	.....	.....	76	238	64	.....	287	.....	.....	.....	.....	21
22	.....	.....	349	1,037	266	387	1,735	94	1,082	464	671	.....	22
23	2,668	4,525	4,573	2,160	4,879	3,714	3,052	3,934	3,015	4,080	2,391	\$ 4,277	23
24	.....	223	191	170	236	187	.....	.....	89	97	281	62	24
25	720	.....	.....	.....	100	.....	.....	.....	.....	.....	.....	.....	25
26	900	.....	1,303	1,487	485	219	.....	.....	.....	100	1,435	.....	26
27	.....	.....	.....	.....	.....	.....	696	.....	600	.....	.....	.....	27
28	.....	.....	.....	283	.....	.....	224	.....	.....	150	.....	.....	28
29	729	225	1,138	796	839	464	502	539	755	189	1,440	.....	29
30	.....	.....	.....	.....	.....	803	.....	.....	.....	.....	.....	.....	30
31	.....	.....	250	.....	.....	.....	.....	47	.....	.....	.....	.....	31
32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32
33	\$ 26	85	25	88	146	72	100	55	41	60	23	40	33
34	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	34
35	\$56.25	\$17.65	\$6.00	\$16.50	\$10.27	\$18.00	\$15.00	\$20.00	\$ 10	\$15.00	\$17.39	\$10.00	35
36	125	5	4	53	78	.....	.....	68	.....	11	24	13	36
37	3	140	116	177	41	131	110	.....	124	129	50	108	37
38	.....	.....	\$0.20	\$0.12	\$0.08	\$0.15	\$0.10	.....	\$0.09	\$0.14	\$0.10	\$0.12	38
39	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	39
40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40

## ELECTRICAL CORPORATIONS

Line No.	Berlin Electric Light, Ht. & Pr. 64	Great Bear Light & Power 65	Franklin Springs Electric Light 66	Champlain Electric 67	Peoples Electric Light & Power 68	Rensselaer Falls Electric Lt. & Pr. 69	Madrid Electric Light, Inc. 70	Chaumont Electric Light 71	North Syracuse Light & Power 72	Middleville Electric Light 73	Schenevus Electric Light & Power 74	Gregory Electric, Inc. 75	Line No.
1	Dollars 22,320	Dollars 31,107	Dollars 5,000	Dollars 34,947	Dollars 23,300	Dollars 13,182	Dollars 10,000	Dollars 9,081	Dollars 11,921	Dollars 1,700	Dollars 6,000	Dollars 4,049	1
2	.....	1,289	.....	85	28	162	628	100	.....	211	486	.....	2
3	64	165	147	55	253	.....	77	231	156	14	385	.....	3
4	1,298	735	29	670	415	2,703	.....	316	230	10	380	.....	4
5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
6	.....	12,593	324	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
7	.....	20,000	.....	7,500	.....	.....	\$ 3,621	.....	.....	.....	.....	.....	7
8	4,200	400	.....	.....	2,000	.....	.....	240	1,090	800	.....	.....	8
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	573	5,489	500	11,972	783	.....	.....	2,622	935	900	.....	303	10
11	.....	.....	.....	.....	635	.....	.....	.....	.....	.....	.....	100	11
12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
13	18,300	20,000	5,000	15,000	20,000	12,000	6,800	6,100	2,500	.....	6,000	4,000	13
14	610	.....	.....	1,285	1,214	3,413	207	612	10,357	156	234	899	14
15	3,497	3,494	3,373	3,221	3,076	2,714	2,447	2,421	2,415	2,386	2,106	187	15
16	.....	.....	.....	.....	435	.....	.....	.....	.....	.....	354	154	16
17	920	2,495	.....	1,891	1,702	624	611	1,660	.....	520	1,141	901	17
18	.....	269	.....	.....	203	.....	1,075	.....	.....	271	109	30	18
19	.....	1,044	3,771	.....	.....	.....	.....	58	1,331	.....	128	420	19
20	81	.....	.....	.....	25	.....	.....	.....	.....	873	284	.....	20
21	450	.....	.....	.....	458	.....	.....	10	.....	150	.....	.....	21
22	885	236	618	.....	696	.....	.....	40	.....	274	249	26	22
23	2,336	4,044	4,389	1,891	2,625	1,082	1,686	1,768	10 1,331	12 2,088	1,910	1,377	23
24	709	287	22	285	142	295	146	93	31	141	136	80	24
25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25
26	253	1,200	.....	1,085	115	.....	.....	87	.....	.....	390	400	26
27	489	.....	.....	.....	.....	.....	408	473	.....	.....	129	.....	27
28	.....	.....	.....	.....	.....	635	.....	.....	10 599	.....	435	169	28
29	291	2,037	1,033	40	629	702	207	.....	453	.....	.....	.....	29
30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	750	.....	30
31	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	31
32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32
33	104	104	10	89	.....	90	69	50	62	23	48	32	33
34	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	34
35	\$10.00	\$15.00	Free	\$9.22	.....	.....	\$11.30	\$20.00	\$9.00	\$40.00	\$15.00	\$15.00	35
36	13	19	1	20	55	5	14	42	.....	7	34	1	36
37	100	64	46	96	29	104	62	25	75	70	2	77	37
38	\$0.15	\$0.15	\$0.10	\$0.10	\$0.10	\$0.10	\$0.10	\$0.15	\$0.12	\$0.10	.....	\$0.13	38
39	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	39
40	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40

<sup>1</sup> Figures in italics denote deficits. <sup>2</sup> Nitrogen. <sup>3</sup> Operating profits due from E. M. and W. Ferguson. <sup>4</sup> Funds advanced and interest thereon by J. and S. Ferguson. <sup>5</sup> Due from stockholders. <sup>6</sup> \$22.50 for 100-c-p. \$32.50 for 200-c-p. <sup>7</sup> Includes electricity purchased, \$2425. <sup>8</sup> 45 lamps at Rensselaer Falls, \$6; 45 lamps at DeKalb Junction, \$10. <sup>9</sup> Notes maturing December 31, 1915, "Working capital furnished by stockholders". <sup>10</sup> \$599 reported as "Depreciation," but shown as a charge against gross income,

should apparently be included with operating expenses. <sup>11</sup> Report states that company had "actually issued" \$2000 par value of its capital stock, but this is not recognized on the reported balance sheet. <sup>12</sup> Includes some items of cost of new equipment and its installation improperly charged to operating expenses. <sup>13</sup> Report covers period January 1 to November 30, 1914; see Historical and Explanatory Statement.

## PLANTS (CLASS C), 1914 (continued)

and their ranking on the basis of operating revenues see page 223.

## ELECTRICAL CORPORATIONS

Line No.	Item	Harris-ville Electric Lt. & Pr. 55	Fort Covington Light, Ht. & Pr. 56	Boquet Electric Power 57	Sherman Electric Light 58	Scottsville Electric Light & Gas 59	Delaware & Otsago Light & Power 60	Marion Power 61	Bolton Light & Power 62	Cattaraugus Electric Lt. & Pr. 63	Line No.
	<i>Assets:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Cost of plant and equipment.....	13,931	25,183	25,900	10,677	37,405	70,762	25,103	21,142	14,381	1
2	Materials and supplies.....	60	720	322	618	569	569	166	.....	342	2
3	Cash.....	.....	3	400	117	519	75	1,200	110	110	3
4	Bills and accounts receivable.....	.....	2,114	.....	594	521	2,342	815	64	.....	4
5	Other assets.....	.....	88	.....	73	56	.....	247	250	.....	5
6	Deficit.....	.....	.....	.....	.....	.....	.....	.....	9,148	.....	6
	<i>Liabilities:</i>										
7	Funded debt.....	.....	12,000	4,000	.....	.....	24,000	10,000	10,000	.....	7
8	Bills payable.....	.....	699	75	.....	3,900	9,510	6,500	5,664	.....	8
9	Consumers' deposits.....	.....	.....	.....	3	.....	.....	.....	.....	.....	9
10	Other accounts payable.....	.....	1,540	.....	66	363	.....	784	.....	.....	10
11	Reserves.....	.....	.....	.....	.....	14	.....	1,057	.....	.....	11
12	Other liabilities.....	.....	800	.....	.....	50	18,624	191	.....	.....	12
13	Capital stock.....	10,000	12,000	19,950	9,000	20,000	20,100	9,000	15,050	12,000	13
14	Surplus.....	3,991	1,069	2,597	3,010	14,175	1,440	.....	.....	2,834	14
	<i>Income and expenses:</i>										
15	Total revenues from sales of current.....	4,140	4,118	4,121	3,715	3,929	3,837	3,590	3,477	3,527	15
16	Other revenues.....	.....	4	.....	230	.....	.....	106	63	.....	16
17	Production expenses.....	.....	547	.....	1,939	1,335	707	.....	1,969	796	17
18	Transmission expenses.....	.....	.....	.....	.....	.....	.....	52	.....	.....	18
19	Distribution expenses.....	.....	71	.....	54	621	325	147	688	.....	19
20	Utilization expenses.....	.....	.....	.....	82	136	.....	67	158	.....	20
21	Commercial expenses.....	.....	.....	.....	.....	386	.....	.....	.....	.....	21
22	General and miscellaneous expenses.....	.....	1,434	.....	1,152	458	700	2,795	2,361	2,127	22
23	Total operating expenses.....	2,746	2,053	2,333	3,227	2,937	3,252	3,062	5,176	2,923	23
24	Taxes and uncollectible bills.....	73	122	165	210	187	317	136	63	261	24
25	Rents.....	.....	.....	.....	.....	237	1,976	945	861	.....	25
26	Interest.....	.....	852	240	.....	.....	.....	.....	.....	.....	26
27	Dividends.....	.....	.....	1,197	450	.....	.....	.....	.....	.....	27
28	Miscellaneous deductions.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	28
29	Surplus or deficit for year <sup>1</sup> .....	1,321	1,106	186	59	667	708	447	2,559	343	29
30	Debits to surplus.....	.....	247	.....	.....	.....	.....	.....	.....	.....	30
31	Credits to surplus.....	.....	.....	.....	7	.....	.....	.....	.....	.....	31
	<i>Miscellaneous statistics:</i>										
32	Number of street lamps, are.....	.....	15	.....	.....	.....	.....	.....	.....	.....	32
33	Number of street lamps, incandescent.....	60	5	.....	90	66	.....	50	96	84	33
34	Price per lamp per year, are.....	.....	\$45.00	.....	.....	.....	.....	.....	.....	.....	34
35	Price per lamp per year, incandescent.....	\$12.00	\$18.00	.....	\$11.00	2	.....	\$20.00	\$20.00	\$14.88	35
36	Number flat rate consumers.....	69	111	30	9	3	28	.....	.....	.....	36
37	Number consumers' meters in service.....	20	11	111	138	90	142	168	76	88	37
38	Base rate per kw. h.....	.....	\$0.12	\$0.10	\$0.12	.....	.....	\$0.15	.....	\$0.07	38
39	Number persons killed during year.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	39
40	Number persons injured during year.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40

## ELECTRICAL CORPORATIONS

Line No.	Item	Afton-Windsor Lt., Ht. & Pr. Inc. 76	Phoenix Gas & Electric, Inc. <sup>8</sup> 77	Riddell El. Lt. & Power Corp. <sup>9</sup> 78	Union Electric 79	Moore's Electric Light, Inc. 80	Hydro-Electric Power 81	Tyler Light & Power, Inc. <sup>12</sup> 82	Morgan & Wyman Electric Lt. & Pr. 83	Panama Power 84	Line No.
	<i>Assets:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Cost of plant and equipment.....	121,862	4,778	13,731	8,196	5,000	41,742	13	6,000	9,056	1
2	Materials and supplies.....	865	222	.....	39	.....	.....	.....	40	.....	2
3	Cash.....	2,688	.....	796	126	61	797	.....	.....	.....	3
4	Bills and accounts receivable.....	430	.....	.....	68	.....	.....	.....	80	.....	4
5	Other assets.....	46,000	.....	.....	18,500	.....	.....	.....	.....	.....	5
6	Deficit.....	.....	.....	.....	.....	.....	912	.....	25	.....	6
	<i>Liabilities:</i>										
7	Funded debt.....	60,000	.....	7,000	.....	.....	.....	.....	.....	.....	7
8	Bills payable.....	12,479	.....	3,512	1,085	.....	3,450	.....	145	3,575	8
9	Consumers' deposits.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	Other accounts payable.....	9,159	.....	.....	755	.....	.....	.....	.....	.....	10
11	Reserves.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
12	Other liabilities.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
13	Capital stock.....	50,000	75,000	4,000	18,500	5,000	40,000	.....	6,000	4,000	13
14	Surplus.....	208	16	.....	6,589	61	.....	.....	1,481	.....	14
	<i>Income and expenses:</i>										
15	Total revenues from sales of current.....	1,802	1,850	603	1,485	1,415	11	1,414	692	1,240	15
16	Other revenues.....	55	.....	658	.....	.....	456	.....	.....	.....	16
17	Production expenses.....	1,142	.....	.....	410	.....	993	.....	.....	.....	17
18	Transmission expenses.....	30	.....	.....	.....	.....	.....	.....	.....	.....	18
19	Distribution expenses.....	21	.....	.....	.....	.....	.....	.....	.....	.....	19
20	Utilization expenses.....	38	.....	.....	.....	.....	.....	.....	.....	.....	20
21	Commercial expenses.....	17	.....	.....	.....	.....	.....	.....	.....	.....	21
22	General and miscellaneous expenses.....	312	.....	.....	.....	.....	706	.....	.....	.....	22
23	Total operating expenses.....	1,560	1,739	1,246	410	825	1,698	700	1,094	944	23
24	Taxes and uncollectible bills.....	89	16	.....	65	528	326	.....	146	74	24
25	Rents.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25
26	Interest.....	.....	.....	.....	73	.....	110	.....	.....	225	26
27	Dividends.....	.....	.....	.....	182	.....	.....	.....	.....	.....	27
28	Miscellaneous deductions.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	28
29	Surplus or deficit for year <sup>1</sup> .....	208	94	16	755	61	264	.....	.....	.....	29
30	Debits to surplus.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30
31	Credits to surplus.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	31
	<i>Miscellaneous statistics:</i>										
32	Number street lamps, are.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32
33	Number street lamps, incandescent.....	80	.....	84	40	45	.....	46	58	36	33
34	Price per lamp per year, are.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	34
35	Price per lamp per year, incandescent.....	.....	.....	\$15.00	\$12.00	\$10.00	.....	\$14.00	\$10.00	\$5.00	35
36	Number flat rate consumers.....	.....	29	1	23	5	.....	30	35	55	36
37	Number consumers' meters in service.....	155	104	20	52	62	.....	1	8	14	37
38	Base rate per kw. h.....	\$0.04	\$0.10	\$0.10	\$0.10	\$0.10	\$0.06	\$0.15	.....	\$0.10	38
39	Number persons killed during year.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	39
40	Number persons injured during year.....	1	.....	.....	.....	.....	.....	.....	.....	.....	40

<sup>1</sup> Figures in italics denote deficits.<sup>2</sup> 65 lamps at \$20; 1 lamp at \$30.<sup>3</sup> So reported though not the sum of the items given.<sup>4</sup> Discount on bonds.<sup>5</sup> 40 incandescent nitrogen lamps at \$16; 40 incandescent 32-c.p. Mazda lamps at \$20.<sup>6</sup> This company took over February 19, 1915, the plant operated by A. M. Donnelly during the year ended December 31, 1914. The successor company makes report for the predecessor's operations.<sup>7</sup> Liability to incorporators for capital stock not yet issued.<sup>8</sup> Evidently includes expenditures for extension of lines improperly charged to operating expenses.<sup>9</sup> Report

covers period April 3 to December 31, 1914; see Historical and Explanatory Statement.

<sup>10</sup> Deposit of stock as collateral for loan, 75% of which loan has been paid.<sup>11</sup> Amount of loan not reported.<sup>12</sup> Revenue from sale of electric current to Theresa Electric Light Company, \$1102; to other customers, \$312.<sup>13</sup> Report covers period July 1 to December 31, 1914; see Historical and Explanatory Statement.<sup>14</sup> Plant and equipment is owned by and leased from the N. A. Tyler Lumber Company.



## LIGHT, HEAT, AND POWER

The corporations are named in the order of their average operating revenues during the year ended December 31, 1914; for their names in alphabetic order

ELECTRICAL CORPORATIONS					UNINCORPORATED ELECTRIC PLANTS								Line No.
Line No.	Carroll Electric Light & Power 85	Vestal Lighting 86	Suburban Power 87	Ripley Electric 88	Cuba Electric 1	Manlius 2	Warrens-burgh Elec. Lt. Works 3	Dundee Electric Lighting Plant 4	Nichol-ville Light 5	Eaton-Morris-ville Power 6	Falconer 7	Port Leyden Electric Lt. & Pr. 8	
	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	
1	4,667	1,000	8,333	3,500	28,172	42,000	.....	8,742	11,865	22,666	10,827	18,887	1
2	.....	.....	.....	.....	2,447	400	.....	300	140	520	.....	39	2
3	1,227	27	4,780	47	.....	560	.....	277	.....	43	.....	34	3
4	.....	25	108	42	1,751	.....	.....	2,248	.....	275	.....	358	4
5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,000	5
6	.....	23	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
7	.....	.....	.....	.....	.....	4,000	.....	.....	6,000	19,589	.....	14,029	7
8	.....	75	.....	.....	1,789	6,400	.....	391	.....	876	2,000	3,408	8
9	.....	.....	.....	.....	.....	550	.....	5,000	.....	.....	.....	631	9
10	2,313	.....	5	.....	.....	.....	.....	1,200	.....	.....	.....	.....	10
11	.....	.....	600	.....	4,888	.....	.....	.....	.....	.....	.....	.....	11
12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	105	12
13	2,300	1,000	10,000	3,500	.....	.....	.....	4,783	.....	.....	.....	.....	13
14	1,280	.....	2,617	89	25,693	32,010	.....	193	6,005	3,038	29	3,144	14
15	1,047	732	337	508	7,278	8,300	7,418	7,102	6,719	6,713	5,504	4,735	15
16	.....	.....	332	.....	3,964	.....	.....	45	.....	.....	.....	.....	16
17	118	.....	260	.....	3,205	.....	.....	3,153	.....	2,989	2,860	2,264	17
18	7	508	.....	.....	.....	.....	.....	3	.....	.....	.....	.....	18
19	.....	.....	131	.....	79	.....	.....	371	.....	278	.....	56	19
20	.....	5	.....	.....	397	.....	.....	12	.....	190	1,900	89	20
21	.....	257	3	.....	1,222	.....	.....	92	.....	.....	.....	253	21
22	.....	.....	104	.....	3,910	.....	.....	1,852	.....	.....	.....	502	22
23	125	770	498	416	10,315	3,585	6,179	5,483	765	3,998	4,760	3,177	23
24	13	16	25	4	55	430	.....	194	195	493	117	147	24
25	.....	.....	137	.....	.....	560	.....	5	.....	.....	178	.....	25
26	.....	.....	.....	.....	.....	.....	.....	494	.....	.....	120	1,107	26
27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	27
28	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	28
29	910	52	9	89	872	3,725	.....	971	.....	2,716	.....	336	29
30	.....	.....	.....	.....	.....	.....	.....	400	.....	.....	.....	.....	30
31	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	31
32	.....	.....	.....	.....	.....	26	.....	.....	.....	.....	.....	.....	32
33	6	20	.....	.....	57	50	222	64	190	86	181	55	33
34	.....	.....	.....	.....	.....	\$54.00	.....	.....	.....	.....	.....	.....	34
35	\$14.40	.....	.....	.....	.....	.....	\$12.00	\$28.13	.....	.....	\$13.00	\$12.00	35
36	.....	36	.....	5	.....	2	.....	68	.....	.....	45	.....	36
37	72	.....	2	24	119	170	.....	58	242	.....	118	124	37
38	\$0.07	\$0.12	\$0.06	\$0.10	\$0.10	\$0.12	\$0.10	\$0.12	20	\$0.10	\$0.10	\$0.10	38
39	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	39
40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40

## UNINCORPORATED ELECTRIC PLANTS

Line No.	Worcester Electric Light Plant 18	Brasher Falls 19	Redwood 20	Oneida 21	Deansboro 22	Aurora Electric Light 23	Edwards Electric Light & Power 24	Sinclair-ville 25	Shushan 26	Glenfield Manufacturing 27	Lake George 28	Leonards-ville 29	Line No.
	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	
1	8,890	12,000	.....	3,721	2,765	4,385	4,459	3,000	7,500	.....	4,933	2,576	1
2	.....	.....	.....	.....	425	133	.....	100	.....	.....	35	100	2
3	.....	.....	.....	.....	.....	112	611	50	.....	.....	.....	474	3
4	.....	645	.....	360	347	.....	.....	70	310	.....	.....	100	4
5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
7	.....	.....	.....	.....	.....	.....	.....	900	.....	.....	1,900	.....	7
8	.....	11 6,000	.....	2,988	.....	864	.....	150	.....	.....	.....	.....	8
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	.....	.....	.....	791	.....	1,500	.....	.....	.....	.....	3,068	157	10
11	.....	.....	.....	28	.....	1,206	.....	.....	132	.....	.....	.....	11
12	.....	.....	.....	50	.....	.....	.....	.....	.....	.....	.....	.....	12
13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,676	13
14	.....	.....	.....	224	.....	1,058	.....	.....	7,294	.....	.....	417	14
15	2,736	12 2,400	2,347	1,894	1,665	1,514	15 1,500	1,423	1,371	1,338	1,239	16 900	15
16	.....	.....	.....	.....	.....	44	.....	.....	.....	31	.....	.....	16
17	1,608	.....	475	1,044	.....	.....	.....	.....	436	990	.....	360	17
18	150	.....	284	37	.....	.....	.....	.....	308	.....	.....	65	18
19	.....	.....	500	.....	.....	352	.....	.....	201	.....	.....	.....	19
20	.....	.....	.....	.....	.....	607	.....	.....	41	.....	.....	.....	20
21	.....	.....	.....	25	.....	.....	.....	.....	.....	.....	.....	.....	21
22	205	.....	.....	464	.....	.....	.....	.....	27	.....	.....	.....	22
23	1,963	12 1,000	1,258	1,569	758	14 959	15 800	1,390	986	1,017	566	425	23
24	84	12 40	.....	5	31	67	39	.....	.....	393	27	8	24
25	.....	.....	.....	21	.....	.....	.....	.....	.....	.....	76	50	25
26	.....	.....	.....	74	.....	.....	.....	.....	.....	.....	.....	.....	26
27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	27
28	.....	.....	.....	.....	.....	14 219	.....	.....	.....	.....	.....	.....	28
29	689	.....	.....	224	.....	313	.....	.....	.....	42	570	417	29
30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30
31	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	31
32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32
33	60	44	56	.....	20	35	.....	47	44	.....	.....	30	33
34	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	34
35	\$15.00	\$10.00	\$10.70	.....	\$20.00	\$10.38	.....	\$13.33	\$10.00	.....	.....	\$10.83	35
36	34	5	36	.....	5	17	50	9	45	.....	.....	15	36
37	36	100	22	119	59	27	.....	60	13	30	25	9	37
38	\$0.12	\$0.10	.....	\$0.07	\$0.10	\$0.15	.....	\$0.10	\$0.10	\$0.10	\$0.15	\$0.25	38
39	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	39
40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40

<sup>1</sup> Figures in *italics* denote *deficits*. <sup>2</sup> Report covers period January 19, 1914, to January 19, 1915. <sup>3</sup> 9 lamps at \$8; 48 lamps at \$15. <sup>4</sup> 15 40-c.p. lamps at \$20; 20 200-c.p. lamps at \$32; 15 60-c.p. lamps at \$21. <sup>5</sup> Report states that the income of the business exceeds the outlay by \$904, but figures given are inconsistent. <sup>6</sup> Investment in plant. <sup>7</sup> 47 lamps at \$10; 44 lamps at \$9; 14 lamps at \$7; 85 lamps at \$7 and \$8. <sup>8</sup> Described as "Funded debt," but no supporting details given. <sup>9</sup> 63 lamps at \$11.62; 23 lamps at \$13.50. <sup>10</sup> Report covers period July 1 to December 31, 1914; see Historical and Explanatory Statement. <sup>11</sup> Real estate mortgage. <sup>12</sup> Estimated. <sup>13</sup> Report covers period April 1, date of beginning operations, to December 31, 1914. <sup>14</sup> \$219 reported as "Depreciation," but shown as a charge against gross income, should apparently be included with operating expenses. <sup>15</sup> Sales and expenses are apparently estimated. <sup>16</sup> Partly estimated.

## PLANTS (CLASS C), 1914 (continued)

and their ranking on the basis of operating revenues see pages 223 and 224.

## UNINCORPORATED ELECTRIC PLANTS

Line No.	Item	Nunda Casket Co. 9	Elizabeth- town Electric Light 10	Carmel 11	Lyons Falls 12	Ellen- ville 13	Oriskany Falls 14	Black River 15	Cicero Lighting 16	Sols- ville 17	Line No.
	<i>Assets:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Cost of plant and equipment.....	4,850	2,020	10,000	10,309	6,628	10,289	2,435	10,116		1
2	Materials and supplies.....	150	140				101	120	380		2
3	Cash.....	50	263					1,250			3
4	Bills and accounts receivable.....	150	120	1,245			380	766			4
5	Other assets.....						6,394				5
6	Deficit.....										6
	<i>Liabilities:</i>										
7	Funded debt.....		1,060								7
8	Bills payable.....	2,700		125							8
9	Consumers' deposits.....										9
10	Other accounts payable.....										10
11	Reserves.....										11
12	Other liabilities.....										12
13	Capital stock.....										13
14	Surplus.....	2,500						2,137			14
	<i>Income and expenses:</i>										
15	Total revenues from sales of current.....	4,340	4,196	4,150	3,952	3,597	3,408	3,071	2,952	2,746	15
16	Other revenues.....				215					400	16
17	Production expenses.....	3,150		2,550	1,542	1,242	1,712	579	720	1,154	17
18	Transmission expenses.....				7			114	150	97	18
19	Distribution expenses.....				208		3			50	19
20	Utilization expenses.....						67	2,000			20
21	Commercial expenses.....				11			4			21
22	General and miscellaneous expenses.....	250			170		168			750	22
23	Total operating expenses.....	3,400	2,760	2,550	1,938	1,090	1,949	2,696	870	2,051	23
24	Taxes and uncollectible bills.....	75	96		127	170	68	10		88	24
25	Rents.....										25
26	Interest.....								20		26
27	Dividends.....					2,000					27
28	Miscellaneous deductions.....										28
29	Surplus or deficit for year <sup>1</sup> .....	865	1,340		2,102	722			2,062	1,008	29
30	Debits to surplus.....										30
31	Credits to surplus.....										31
	<i>Miscellaneous statistics:</i>										
32	Number street lamps, arc.....	34			14						32
33	Number street lamps, incandescent.....	5	62	64	38	21	56	71		41	33
34	Price per lamp per year, arc.....	\$60.00			\$40.00						34
35	Price per lamp per year, incandescent.....	\$10.00	\$12.00	\$15.00	\$12.00	<sup>3</sup> \$15.00	<sup>6</sup> \$15.00			\$15.00	35
36	Number flat rate consumers.....	25	32	18	1		26	98	6	2	36
37	Number consumers' meters in service.....	65	35	81	178	95	108	22	108	113	37
38	Base rate per kw.h.....	\$0.14		\$0.12	\$0.08	\$0.15	\$0.10	\$0.10	\$0.12	\$0.10	38
39	Number persons killed during year.....										39
40	Number persons injured during year.....				1						40

## UNINCORPORATED ELECTRIC PLANTS

## ELECTRICAL AND GAS CORPORATIONS

Line No.	Item	Ellenburg Depot 30	Downs- ville 31	Otto Electric Light <sup>8</sup> 32	Belle- ville <sup>9</sup> 33	Geneseo Gas Light 1	Central New York Power 2	Waterville Gas & Electric 3	Attica Water, Gas & Electric <sup>21</sup> 4	Line No.
	<i>Assets:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Cost of plant and equipment.....	2,500	1,150	1,292	2,500	64,786	128,899	40,117	116,820	1
2	Materials and supplies.....	25	41	15	50	1,951	3,935	741	1,226	2
3	Cash.....	100	55		500	1,569	205	104	398	3
4	Bills and accounts receivable.....		321		125	3,455	2,317	3,419	2,756	4
5	Other assets.....					1,000	38	352	<sup>22</sup> 266,327	5
6	Deficit.....						93,652		51,548	6
	<i>Liabilities:</i>									
7	Funded debt.....					25,000		3,000	150,000	7
8	Bills payable.....	22				8,500	223,276	707	1,600	8
9	Consumers' deposits.....					721	164	2,424		9
10	Other accounts payable.....						2,099		1,682	10
11	Reserves.....					6,303	1,368		<sup>23</sup> 41,393	11
12	Other liabilities.....						139	59	44,400	12
13	Capital stock.....					25,000	2,000	19,100	200,000	13
14	Surplus.....	2,585			3,175	7,237		19,443		14
	<i>Income and expenses:</i>									
15	Total revenues from sales of gas and current.....	833	788	203	168	18,024	15,305	11,805	6,761	15
16	Other revenues.....				200	1,036	620	<sup>17</sup> 2,694	3,053	16
17	Production expenses.....			122		9,162	14,752	7,568	6,108	17
18	Transmission expenses.....						735	345		18
19	Distribution expenses.....						750	1,053		19
20	Utilization expenses.....						39	44		20
21	Commercial expenses.....			20			1,731	1,324	3,823	21
22	General and miscellaneous expenses.....	833				2,011	1,731	1,324	3,823	22
23	Total operating expenses.....	833	410	142	<sup>10</sup> 11,923	11,923	18,310	<sup>18</sup> 10,658	9,931	23
24	Taxes and uncollectible bills.....		14	7		790	924	<sup>18</sup> 391	442	24
25	Rents.....						180			25
26	Interest.....			58		1,550	12,427	336	12,279	26
27	Dividends.....									27
28	Miscellaneous deductions.....					<sup>11</sup> 1,000		100		28
29	Surplus or deficit for year <sup>1</sup> .....		364	4		3,798	<sup>15</sup> 15,916	3,014	12,836	29
30	Debits to surplus.....		7	115					104	30
31	Credits to surplus.....									31
	<i>Miscellaneous statistics:</i>									
32	Number street lamps, arc.....						58	43	28	32
33	Number street lamps, incandescent.....				300	54	66	2	39	33
34	Price per lamp per year, arc.....						\$75.00	\$70.00	\$60.00	34
35	Price per lamp per year, incandescent.....				\$1.00	<sup>12</sup> \$1.00	\$18.00	\$25.00	\$16.00	35
36	Number flat rate consumers.....	45	16	6	7	<sup>13</sup> 6			13	36
37	Number consumers' meters in service.....		12	10	15	<sup>14</sup> 384	516	<sup>19</sup> 24	60	37
38	Base rate per kw.h.....	<sup>6</sup> \$0.10		\$0.06	\$0.15	<sup>15</sup> \$0.15	<sup>16</sup> \$0.14	<sup>20</sup> \$0.14	<sup>25</sup> \$0.10	38
39	Number persons killed during year.....									39
40	Number persons injured during year.....									40

<sup>1</sup> Figures in italics denote deficits. <sup>2</sup> "Paid owner." <sup>3</sup> 15 lamps at \$16; 6 lamps free. <sup>4</sup> Noted on report as "Withdrawn." <sup>5</sup> 50 cents per lamp per day. <sup>6</sup> Flat rate. <sup>7</sup> New construction charged to surplus. <sup>8</sup> Report covers period January 1 to November 1, 1914, date when plant ceased operations. <sup>9</sup> Report covers period October 15 to December 31, 1914; see Historical and Explanatory Statement. <sup>10</sup> Reported as "None." <sup>11</sup> \$1000 reported as "Depreciation," but shown as a charge against gross income, should apparently be included with operating expenses. <sup>12</sup> 48 395-watt lamps at \$93.02; 6 60-watt lamps at \$30. <sup>13</sup> Electric, 5; gas, 1. <sup>14</sup> Electric, 115; gas, 269. <sup>15</sup> Electricity \$0.12 per kw.h.; gas \$2 per M cu.ft. <sup>16</sup> Electricity not stated; gas \$1.25 per M cu.ft. <sup>17</sup> Revenue from steam heating. <sup>18</sup> Operating expenses include \$1377 for Steam Heating department; and taxes include \$137 for the same. <sup>19</sup> Electric, 179; gas, 143. <sup>20</sup> Price of gas \$1.75 to \$2.25 per M cu.ft. <sup>21</sup> This corporation supplies electric energy, natural gas, and water. <sup>22</sup> Franchises and other intangible capital. <sup>23</sup> Depreciation reserve. <sup>24</sup> Electric, 59; gas, 1. <sup>25</sup> Price of gas not reported.



## LIGHT, HEAT, AND POWER

The corporations and plants are named in the order of their average operating revenues during the year ended December 31, 1914; for their names in alphabetic

COAL GAS AND WATER GAS CORPORATIONS AND PLANTS								NATURAL GAS CORPORATIONS					Line No.
Line No.	Goshen Illuminating 1	Saranac Lake Gas 2	Fidelity Gas, Hoosick Falls 3	Syracuse Suburban Gas, Inc. 4	Watkins Illuminating & Power 5	Medina (unincorporated) 1	Kenmore (municipal) 1	Brocton Gas & Fuel 1	Attica Natural Gas 2	Peoples Natural Gas 3	Tri-County Natural Gas 4	Williams-ville Natural Gas 5	
	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	
1	42,191	41,950	155,230	55,523	101,245	.....	17,507	26,073	16,915	36,131	53,249	14 58,374	1
2	1,041	2,109	119	5,679	335	414	350	76	423	2,169	838	.....	2
3	26	50	.....	170	.....	544	.....	1,259	1,159	565	103	27	3
4	2,308	901	1,958	6,235	791	458	308	7,735	5,993	.....	2,303	1,171	4
5	.....	3 8,000	.....	70	.....	.....	.....	8 2,769	.....	10 3,350	.....	.....	5
6	.....	51,957	54,698	.....	10,138	2,717	.....	.....	.....	.....	.....	.....	6
7	15,000	65,000	75,000	.....	50,000	.....	10,000	.....	.....	.....	.....	.....	7
8	3,260	.....	.....	55,500	4,900	.....	.....	7,500	.....	.....	7,500	.....	8
9	.....	13	.....	.....	.....	.....	495	.....	10	3,350	1,490	.....	9
10	478	917	62,004	1,702	2,609	4,133	.....	12,522	4,936	4,461	3,912	637	10
11	.....	.....	.....	.....	.....	.....	.....	3,054	.....	.....	.....	8,899	11
12	.....	11,337	.....	80	5,000	.....	.....	.....	.....	.....	.....	161	12
13	15,000	27,700	75,000	10,300	50,000	.....	.....	10,000	10,000	25,000	34,500	15 46,100	13
14	11,828	.....	.....	94	.....	.....	7,670	2,980	9,544	9,405	9,092	3,774	14
15	8,415	7,617	4,935	4,881	2,887	5,768	9,534	15,652	15,018	13,194	11,343	8,701	15
16	1,163	274	487	5 1,041	101	440	6 2,240	.....	.....	.....	.....	.....	16
17	5,180	4,023	5,148	2,314	.....	5,619	7 9,400	9,274	8,968	.....	5,082	6,219	17
18	2,192	2,380	284	649	.....	58	.....	310	1,678	.....	1,561	130	18
19	.....	.....	842	1,099	.....	191	1,569	.....	.....	.....	715	.....	19
20	.....	.....	416	132	.....	221	300	120	932	.....	1,054	871	20
21	.....	1,431	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
22	2 7,372	7,834	6,690	4,194	5,069	6,088	11,269	9 9,704	11,578	8,082	8,412	7,220	22
23	222	1,392	64	90	246	317	.....	469	330	358	1,007	226	23
24	.....	.....	444	.....	.....	.....	.....	.....	.....	.....	.....	.....	24
25	948	3,250	3,750	.....	2,641	.....	490	355	.....	11 4,189	180	.....	25
26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	26
27	2 1,000	4 8,156	.....	.....	.....	.....	.....	9 1,169	.....	.....	.....	.....	27
28	35	12,741	5,082	881	4,968	197	15	3,956	3,110	565	1,744	1,255	28
29	.....	.....	277	.....	.....	.....	.....	.....	.....	.....	.....	.....	29
30	.....	.....	.....	.....	.....	181	.....	.....	.....	.....	12 18,151	.....	30
31	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	57	.....	31
32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32
33	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	410	33
34	324	296	378	349	142	312	425	429	592	417	395	.....	34
35	\$2.00	\$1.65	\$1.60	\$1.50	\$1.60	\$2.00	\$0.70	\$0.40	\$0.50	\$0.25	\$0.40	\$0.45	35
36	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	36
37	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	37

NATURAL GAS CORPORATIONS								UNINCORPORATED NATURAL GAS PLANTS			GASOLINE GAS CORPORATIONS		Line No.
Line No.	Eden Gas & Fuel 14	Caledonia Natural Gas 15	North Buffalo Natural Gas Fuel 16	New York State Natural Gas 17	Gorham Marl & Natural Gas 18	Lackawanna-Reserve Gas 19	Home Gas 18 20	Bolivar 1	Southport Gas 2	Rexville 3	Roxbury Gas Lighting 1	Clinton Gas 2	
	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	
1	29,000	10,601	22,313	17,429	14,747	24,713	6,500	5,935	966	5,000	4,500	13,860	1
2	350	1	823	3,249	195	.....	20	.....	20	50	100	.....	2
3	106	96	32	306	300	724	.....	2,506	.....	.....	471	97	3
4	323	291	418	322	.....	166	200	856	.....	.....	90	1,067	4
5	.....	.....	1,205	.....	6,830	.....	165	.....	.....	.....	.....	.....	5
6	.....	.....	168	493	.....	.....	3,280	709	.....	.....	.....	549	6
7	.....	.....	.....	.....	.....	.....	.....	.....	.....	450	.....	2,500	7
8	10,620	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	.....	8
9	1,550	.....	60	180	300	.....	165	.....	135	.....	.....	.....	9
10	.....	334	14,900	1,420	.....	44	.....	3,922	.....	.....	90	618	10
11	.....	.....	.....	.....	17 2,872	.....	.....	.....	.....	.....	.....	356	11
12	.....	.....	.....	.....	.....	.....	.....	149	.....	.....	.....	.....	12
13	10,000	10,000	10,000	20,200	12,070	25,000	10,000	21 5,935	.....	.....	4,500	12,100	13
14	7,609	655	.....	.....	6,830	533	.....	.....	851	.....	471	.....	14
15	2,076	1,847	1,548	1,412	1,325	969	18 937	3,402	1,349	720	1,869	1,647	15
16	.....	.....	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
17	.....	914	1,198	697	406	824	.....	3,922	22 866	.....	1,287	1,699	17
18	.....	120	251	.....	.....	.....	.....	54	.....	.....	126	258	18
19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	.....	19
20	.....	.....	118	109	.....	.....	.....	.....	.....	.....	.....	.....	20
21	.....	442	104	1,073	148	.....	.....	50	240	.....	51	.....	21
22	446	1,477	1,669	1,880	554	824	19 350	4,025	1,106	120	1,564	1,957	22
23	67	150	4	25	.....	78	19 350	85	10	70	43	114	23
24	450	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	24
25	731	.....	89	.....	.....	.....	.....	.....	.....	.....	.....	125	25
26	.....	.....	.....	.....	724	.....	450	.....	243	.....	270	.....	26
27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	27
28	382	221	208	493	86	67	.....	708	10	.....	8	649	28
29	.....	.....	16 34,500	.....	.....	.....	.....	.....	.....	.....	.....	.....	29
30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30
31	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	26	.....	31
32	.....	\$7.26	.....	.....	.....	.....	.....	.....	.....	.....	\$10.00	.....	32
33	.....	1	.....	.....	.....	.....	.....	78	.....	.....	1	.....	33
34	155	91	160	58	.....	25	88	2	57	21	75	48	34
35	\$0.50	\$0.45	\$0.35	\$0.40	.....	\$0.30	20 30	\$0.25	\$0.41	\$0.33	\$2.00	\$2.35	35
36	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	36
37	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	37

<sup>1</sup> Figures in *italics* denote deficits. <sup>2</sup> \$1000 reported as "Depreciation," but shown as charge against gross income, should apparently be included with operating expenses. <sup>3</sup> Unfinished contract. <sup>4</sup> "Bills due." <sup>5</sup> Loss on sale of appliances. <sup>6</sup> Amount raised by general tax. <sup>7</sup> Cost of gas purchased. <sup>8</sup> Represents franchise, leases, and rights of way. <sup>9</sup> \$1169 reported as "Depreciation," but shown as charge against gross income, should apparently be included with operating expenses. <sup>10</sup> Special deposits. <sup>11</sup> Includes interest for 1913. <sup>12</sup> \$13,489 for depreciation charged off erroneously in previous year; and \$4662 bills and accounts payable charged to former owners of company as part of agreement for purchase by present stockholders.

<sup>13</sup> 5 arc lamps at \$25; 52 incandescent lamps at \$7.20. <sup>14</sup> Includes \$30,000 "Franchises, leases, etc." <sup>15</sup> Includes \$11,000 "Capital stock assessment." <sup>16</sup> "Amortization charged to reduce value of plant to proper value. Wells abandoned during year." <sup>17</sup> "Depreciation and 2 wells abandoned." <sup>18</sup> This company distributes gas as agent for the Producers Gas Company of Olean and receives 35% of the gas sold as its share. <sup>19</sup> Taxes not reported separately; it is assumed that they are included with operating expenses. <sup>20</sup> January 1 to July 1, \$0.25 per M cu.ft.; July 1 to December 31, \$0.30 per M cu.ft. <sup>21</sup> Investment in plant. <sup>22</sup> Gas purchased.

## PLANTS (CLASS C), 1914 (continued)

order and their ranking on the basis of operating revenues see page 224.

## NATURAL GAS CORPORATIONS

Line No.	Item	Sandy Creek Oil & Gas, Ltd. 6	Citizens Gas & Fuel, Dunkirk 7	Canistota Gas 8	North Collins Fuel & Supply 9	Snyder Gas 10	Churchville Oil & Natural Gas 11	Granby & Hemenway Gas, Inc. 12	Rushville Mining & Gas 13	Line No.
	<i>Assets:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Cost of plant and equipment.....	18,251		54,696	28,389	21,382	32,167	16,047	20,216	1
2	Materials and supplies.....	960		455	50		2,487		50	2
3	Cash.....	261		294	932		12			3
4	Bills and accounts receivable.....	546		3,363	1,524	1,799	318	523	44	4
5	Other assets.....			4,059		466				5
6	Deficit.....		346,870				2,358		628	6
	<i>Liabilities:</i>									
7	Funded debt.....		146,870	22,000	5,500				10,000	7
8	Bills payable.....				627	3,855	29,578			8
9	Consumers' deposits.....			3,355	318		85			9
10	Other accounts payable.....	2,300		392		2,427	2,559			10
11	Reserves.....			5,799						11
12	Other liabilities.....			9		1,982	119		937	12
13	Capital stock.....	15,000	200,000	25,000	20,000	10,000	5,000	5,000	10,000	13
14	Surplus.....	2,720		6,312	4,450	5,540		11,569		14
	<i>Income and expenses:</i>									
15	Total revenues from sales of gas.....	7,378	7,014	7,383	4,905	4,069	3,455	2,774	2,445	15
16	Other revenues.....	1,088		95						16
17	Production expenses.....	5,974	2,944		449	1,674	2,629		3,072	17
18	Transmission and distribution expenses.....	2,937	2,225	973	1,425	457	2,514			18
19	Municipal street lighting expenses.....									19
20	Commercial expenses.....	760	850	1,316			877			20
21	General and miscellaneous expenses.....	692		1,419		353	7			21
22	Total operating expenses.....	10,362	6,019	3,708	1,874	2,484	6,027	1,483	3,072	22
23	Taxes and uncollectible bills.....	262	995	1,226	1,642	194	162	68	99	23
24	Rents.....				122					24
25	Interest.....			1,288	1,262	147				25
26	Dividends.....			980				699		26
27	Miscellaneous deductions.....			296	<sup>8</sup> 1,490					27
28	Surplus or deficit for year <sup>1</sup> .....	<sup>2</sup> 153		220	<sup>3</sup> 1,485	1,244	<sup>4</sup> 733	523	<sup>5</sup> 727	28
29	Debits to surplus.....									29
30	Credits to surplus.....	<sup>6</sup> 4,481		240						30
	<i>Miscellaneous statistics:</i>									
31	Number street lamps.....	69		97	28				35	31
32	Price per lamp per year.....	\$6.00		<sup>7</sup> \$6.45	<sup>8</sup> \$6.45				\$10.93	32
33	Number flat rate consumers.....				1			122	6	33
34	Number consumers' meters in service.....	369	270	727	200	122	247	135	138	34
35	Base rate per M cu.ft. sold.....	\$0.50	\$0.27	<sup>9</sup> \$0.32	\$0.55			\$1.00		35
36	Number persons killed during year.....									36
37	Number persons injured during year.....									37

## GASOLINE GAS CORPORATIONS

Line No.	Item	West Winfield 3	Margaretville Gas Light 4	Sherburne Gas 5	DeRuyter Gas 6	Merchants Gas 7	Cincinnati Gas 8	Otego Lighting 9	Morris Gas 10	Line No.
	<i>Assets:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Cost of plant and equipment.....	1,000	3,963	6,450	3,500	1,192	2,546	2,500	2,400	1
2	Materials and supplies.....	54	207		19			75		2
3	Cash.....	6	283	208	304	60	50		141	3
4	Bills and accounts receivable.....	745	285		322		97		58	4
5	Other assets.....		900							5
6	Deficit.....	1,542		342		103				6
	<i>Liabilities:</i>									
7	Funded debt.....									7
8	Bills payable.....				228					8
9	Consumers' deposits.....									9
10	Other accounts payable.....	346				205				10
11	Reserves.....									11
12	Other liabilities.....									12
13	Capital stock.....	3,000	4,000	7,000	3,000	1,150	1,400	2,500	2,400	13
14	Surplus.....		1,638		918		1,293	75	199	14
	<i>Income and expenses:</i>									
15	Total revenues from sales of gas.....	1,621	1,518	910	846	566	448	389	279	15
16	Other revenues.....									16
17	Production expenses.....		742	888	761	590	353	300	235	17
18	Transmission and distribution expenses.....		63		53					18
19	Municipal street lighting expenses.....		122							19
20	Commercial expenses.....		13							20
21	General and miscellaneous expenses.....		292	63			5			21
22	Total operating expenses.....	1,676	1,233	950	814	590	359	300	235	22
23	Taxes and uncollectible bills.....	64	59	58		138	17		16	23
24	Rents.....		27							24
25	Interest.....									25
26	Dividends.....		240		180					26
27	Miscellaneous deductions.....									27
28	Surplus or deficit for year <sup>1</sup> .....	<sup>2</sup> 120	<sup>3</sup> 41	<sup>4</sup> 99	<sup>5</sup> 148	162	72	89	29	28
29	Debits to surplus.....	<sup>6</sup> 2,309					100			29
30	Credits to surplus.....									30
	<i>Miscellaneous statistics:</i>									
31	Number street lamps.....	22	40							31
32	Price per lamp per year.....	<sup>7</sup> \$17.00	\$10.00							32
33	Number flat rate consumers.....		67	56		21	27			33
34	Number consumers' meters in service.....	40	69	56	44	21	27	29	9	34
35	Base rate per M cu.ft. sold.....	\$2.50	\$2.00	\$2.25	\$2.00	\$2.50	\$2.00	\$2.00	\$2.50	35
36	Number persons killed during year.....									36
37	Number persons injured during year.....									37

<sup>1</sup> Figures in italics denote deficits. <sup>2</sup> Described as "Increased value of plant and equipment". <sup>3</sup> \$1700 per year 97 lamps including lighting and heating municipal buildings. <sup>4</sup> January to June \$0.30 per M cu.ft.; July to December \$0.35 per M cu.ft. <sup>5</sup> \$1490 reported as "Depreciation," but shown as a charge against gross income, should apparently be included with operating

expenses. <sup>6</sup> Also 1 are lamp at \$22.75. <sup>7</sup> Depreciation of plant. <sup>8</sup> Gas supplied at \$2.50 per M cu.ft. <sup>9</sup> Report covers period January 16, 1914, to January 16, 1915. <sup>10</sup> Report covers period January 6, 1914, to January 5, 1915.



## LIGHT, HEAT, AND POWER

The corporations and plants are named in the order of their average operating revenues during the year ended December 31, 1914; for their names in alphabetical order.

Line No.	UNINCORPORATED GASOLINE GAS PLANTS			MUNICIPAL GASOLINE GAS PLANT	ACETYLENE CORPORATIONS								Line No.
	Canas- craga	Callicoon	South New Berlin	Milford	Millbrook Gas & Electric	Quogue Gas	Southold Lighting	Catskill Mountain Gas	Altamont Illumi- nating	Cherry Valley Gas	Pittsford Light & Heat	Parish Lighting	
	1	2	3	1	1	2	3	4	5	6	7	8	
	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	
1	2,500	1,235	1,500	3,000	10,000	15,139	8,160	9,251	6,714	6,562	6,478	45	1
2					599	240	250	169		97			2
3		42		24	4,937	2,390	151	1,162	87	9			3
4	100				1,387	560	220	872	600	46	340	1,400	4
5						2,557					1,912	11	5
6											270		6
7				1,400					1,752				7
8	100				149		50			773		2,894	8
9						655		62					9
10						52		81	191				10
11				\$1,600		3,025							11
12													12
13		\$1,235			10,000	14,600	7,125	9,000	4,800	4,750	9,000	1,500	13
14		42		24	6,774	2,554	1,607	2,311	658	1,191			14
15	721	423	65	530	7,437	4,881	3,574	2,194	2,078	1,425	1,402	1,392	15
16				244	4,900	1,845			1,250		1,672		16
17				470	908	387		1,393	1				17
18				14		600			15				18
19													19
20				15				12					20
21					363	284	907	306	433				21
22	571	330	65	499	6,171	3,117	2,958	1,712	1,698	1,177	1,672	1,229	22
23		51			344	237	43	167	96	106		26	23
24				10								60	24
25				65					102			89	25
26						730		1,080					26
27				\$200		\$610							27
28	150	42			922	364	563	770	181	142	270	11	28
29					731								29
30					37								30
31					60	7	60	5					31
32					\$13.33	7		\$30.00					32
33	1	17	2		100						78		33
34	32	17	2	25	104	84	120	91	75	68	78	75	34
35	\$1.75	\$2.75		\$2.25	\$15.00		\$15.00	\$15.00	\$15.00	\$12.50	\$10.00	\$12.50	35
36													36
37													37

MUNICIPAL ELECTRIC PLANTS<sup>16</sup>

L.No.	Spring- ville 1	Holley 2	West- field 3	Frank- fort 4	Groton 5	Mohawk <sup>15</sup> 6	Tupper Lake 7	Clinton 8	Sher- burne 9	Greene 10	Arcade 11	Little Valley 12	Marathon 13	Rouses Point 14	Cape Vincent 15	L.No.
	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	
1	1,507	267	741	1,326	3,806	3,806	577	129	2,837	542	700	28	373	1		
2	1,895	126	2,025	427	1,161	1,194	846	23	855	224	129	192	144	2		
3	1,400	163	1,886	265	469	589	81	175	285	255	898	340	185	3		
4	27,517			21,910	25,685	22,482	29,853	7,927	21,368	23,869	15,106	22,332	10,145	15,942	15,578	4
5												129			500	5
6										75		220		85		6
7	1,171	2,128		29		642	625		1,805	457		65			2,100	7
8																8
9		242				188	145	47			451	306			30	9
10	3,000	500			1,041		2,335			82						10
11	19,442	9,500			20,400	13,250	10,000	3,500		5,500	25,000	20,050	2,000	4,000	4,500	11
12				8,021		545										12
13						2,296										13
14								4,685					1,400	9,000	10,000	14
15	5,958	10,736	11,158	10,448	9,939	10,121	9,360	7,891	7,140	5,989	6,658	5,461	5,251	5,139	4,662	15
16	11,859	2,562	447	12,507	14,459	120	400	345	17,31	1,255	29	32	81	172	12	16
17	3,654	9,079	9,466	6,730	9,862	5,936	9,150	6,634	4,864	5,291	4,512		3,870	4,438	4,072	17
18	50										141	3,328	298			18
19	405	895		36	1,392	839		582			711	48	55	374		19
20	240	1,029	1,963	465	637	47		316		38		97	59	1		20
21																21
22	647	662	418	1,015	474	778	576	196	140	461	1,454	146	189	110	151	22
23	4,996	11,665	11,848	8,247	12,365	7,600	9,726	7,728	5,004	5,790	6,819	3,618	4,471	4,923	4,223	23
24	125	6			12								17			24
25																25
26		442		280	662	540	449	152			1,168	685	87	217	301	26
27		10,030				60					19,100	19,650	15			27
28		845		2,429	2,642	2,041		356		1,454	2,300	542	741	170	150	28
29	9,124				10,356	9,107		319			995		7,732	3,247		29
30		4,357			1,043						1,754					30
31					32			152								31
32					2,915											32
33				10,302	2,915	11,148							8,473	3,417		33
34	54		59		54	22		28		4			35		20	34
35			160	192	39	106		19		120		160	6	87	72	35
36	\$50.00				\$40.00	\$60.50		\$35.00				\$68.50				36
37				\$16.25	\$30.00			\$15.00				\$13.13				37
38	36			2	20	4				10		5	20	7		38
39	298	348	330	451	314	292	255	315		250		173	200	120	113	39
40	\$0.05	\$0.10	\$0.09	\$0.09	\$0.08	\$0.10	\$0.10	\$0.10	\$0.12	\$0.13	\$0.08	\$0.10	\$0.07	\$0.12	\$0.10	40
41																41
42																42

<sup>1</sup> Figures in italics denote deficits. <sup>2</sup> Investment in plant. <sup>3</sup> Bonds paid. <sup>4</sup> Includes \$229 appropriation received from taxes. <sup>5</sup> The 60 lamps were supplied for \$800 per year. <sup>6</sup> \$610 reported as "Depreciation," but shown as charge against gross income, should apparently be included with operating expenses. <sup>7</sup> \$1200 was received for street lighting; the number of lamps varied from 31 to 41. <sup>8</sup> Contract for year \$1000. <sup>9</sup> Includes \$38 "Mortgage tax"; \$360 "Bank tax"; \$1300 "Loan Citizens National Bank"; \$7581 "Received from collector". <sup>10</sup> Payment of two bonds and interest improperly charged to income. <sup>11</sup> Apparently includes considerable amounts properly chargeable to additions and betterments. <sup>12</sup> Includes \$74 non-operating revenues. <sup>13</sup> Includes \$2469 appropriation for fire alarm, and \$7832 payment on bonds, charged to surplus. <sup>14</sup> Includes \$10 non-operating revenues. <sup>15</sup> Except as otherwise noted, reports cover year ended February 28, 1915. <sup>16</sup> Report covers year ended December 31, 1914. <sup>17</sup> Apparently represents the net revenue from electric merchandise and jobbing. <sup>18</sup> Flat rate \$2000 per year for lighting. <sup>19</sup> Payment of bond improperly charged to income.

## PLANTS (CLASS C), 1914 (concluded)

order and their ranking on the basis of operating revenues see pages 224 and 225.

Line No.	Item	ACETYLENE CORPORATIONS				INDIVIDUAL AND UNINCORPORATED ACETYLENE PLANTS				MUNICIPAL ACETYLENE PLANT	Line No.
		Nichols Gas 9	Edmeston Light, Heat & Power 10	Philmont Lighting & Power 11	Eureka Gas 12	Phoenicia 1	Bridge-hampton 2	Locke Gas 3	Shorts-ville 4	Spencerport 1	
		Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	
1	<i>Assets:</i>										
2	Cost of plant and equipment.....	2,106	3,900	15,811	7,015	3,300	800		1,200	6,500	1
3	Materials and supplies.....	60	43		15	25	45		75	100	2
4	Cash.....	24	132	149			55			108	3
5	Bills and accounts receivable.....	494	81	231		1,142			88	241	4
6	Other assets.....										5
7	Deficit.....		1,879	3,058							6
8	<i>Liabilities:</i>										
9	Funded debt.....			5,000	5,000						7
10	Bills payable.....			3,650					1,200		8
11	Consumers' deposits.....										9
12	Other accounts payable.....		35						144		10
13	Reserves.....										11
14	Other liabilities.....										12
15	Capital stock.....	300	6,000	10,600	2,000						13
16	Surplus.....	2,384							19		14
17	<i>Income and expenses:</i>										
18	Total revenues from sales of gas.....	1,318	1,167	937	487	910	742	405	404	3,152	15
19	Other revenues.....									1,526	16
20	Production expenses.....	835	951	1,032	625	883	687	376		4,342	17
21	Transmission and distribution expenses.....			36	5	65		7		750	18
22	Municipal street lighting expenses.....										19
23	Commercial expenses.....					10					20
24	General and miscellaneous expenses.....	52	35	1,266			19	1		260	21
25	Total operating expenses.....	886	987	2,334	630	958	706	384	268	5,352	22
26	Taxes and uncollectible bills.....	26	51	117	49	40		15	45	300	23
27	Rents.....							15			24
28	Interest.....	8	10	300	250				72		25
29	Dividends.....										26
30	Miscellaneous deductions.....										27
31	Surplus or deficit for year <sup>1</sup> .....	398	120	1,814	443		36	9	19	974	28
32	Debits to surplus.....										29
33	Credits to surplus.....										30
34	<i>Miscellaneous statistics:</i>										
35	Number street lamps.....	4	20							82	31
36	Price per street lamp per year.....	2	\$22.50							4	32
37	Number flat rate consumers.....	1	20						17		33
38	Number consumers' meters in service.....	59	32	36	35	26	19	24		180	34
39	Base rate per M cu.ft. sold.....	\$15.00	\$15.00	\$10.00	\$12.50	\$15.00	\$15.00	\$12.50	\$15.00	\$10.00	35
40	Number persons killed during year.....										36
41	Number persons injured during year.....										37

## MUNICIPAL ELECTRIC PLANTS

Line No.	Item	Phila-delphia 16	Brocton 17	Green Island 18	Tully 19	Bergen 20	Theresa 21	Port Byron 22	Silver Springs 23	Savannah 24	Hadley 25	Line No.
		Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	
1	<i>Assets:</i>											
2	Cash.....	1,906	124	6,898	1,103	789	200	585	250	9	142	1
3	Bills and accounts receivable.....			1,500	32	75	176	267		28		2
4	Materials and supplies.....	100		575	281	450	145	50		17		3
5	Fixed capital.....	31,625	22,883		18,000	9,537	36,015	11,657	6,000	7,662	4,143	4
6	Other assets.....				5,305							5
7	<i>Liabilities:</i>											
8	Interest matured and unpaid.....											6
9	Bills and accounts payable.....		2,000				775	214			1,500	7
10	Consumers' deposits.....					400						8
11	Unmatured interest accrued.....					117	247	79		180		9
12	Other unfunded debt.....		11,396			191						10
13	Funded debt.....	17,000	5,000	3,000		5,500	18,000	4,000	6,000	5,400		11
14	Accrued amortization of capital.....							1,967		1,629		12
15	Other reserves.....											13
16	Appropriations from municipality.....		4,000		750			7,132	2,200	300	3,005	14
17	<i>Income and expenses:</i>											
18	Total revenues from sales of current.....	4,393	4,287	4,198	3,618	3,443	3,341	2,736	1,845	1,821	962	15
19	Other operating revenues.....	10					6,600		400			16
20	Production expenses.....	675	3,008			3,235	1,339	2,287	4,489	1,542	974	17
21	Transmission expenses.....		326							60		18
22	Distribution expenses.....	397	49	7,570		50	226	345		115	2	19
23	Utilization expenses.....	108	147				37	33		23	17	20
24	Commercial expenses.....											21
25	General and miscellaneous expenses.....	110	163	944		62	132	587		13	170	22
26	Total operating expenses.....	1,290	3,692		3,535	3,347	1,734	3,251		1,752	1,162	23
27	Taxes and uncollectible bills.....	156				96	294					24
28	Rents.....											25
29	Interest.....	834	213	140		244	792	204		285	133	26
30	Miscellaneous deductions.....											27
31	Surplus or deficit for year <sup>1</sup> .....	2,123	382		84		1,120	719		216	333	28
32	<i>Profit and loss:</i>											
33	Balance at beginning of year.....	14,508	229				13,221	115			130	29
34	Appropriations by municipalities.....					2,600	4,900		2,000	285	243	30
35	Other additions to surplus.....									40		31
36	Misc. deductions from surplus.....									2		32
37	Balance at close of year.....	16,631	611				17,515	834			221	33
38	<i>Miscellaneous statistics:</i>											
39	Number street lamps, arc.....	10			18		24					34
40	Number street lamps, incandescent.....	14	114			64	6	100	68		45	35
41	Price per lamp per year, arc.....				\$56.94		\$44.40					36
42	Price per lamp per year, incandescent.....		\$9.25			\$21.24			\$3.00		\$15.00	37
43	Number flat rate consumers.....	200			5	3		5			1	38
44	Number consumers' meters in service.....	1	124		132	91	20	159	92	90	5	39
45	Base rate per kw.h. sold.....	\$0.10	\$0.10		\$0.12		\$0.06		\$0.12		\$0.08	40
46	Number persons killed during year.....											41
47	Number persons injured during year.....											42

<sup>1</sup> Figures in *italics* denote deficits. <sup>2</sup> \$1.25 per 100 cu.ft. <sup>3</sup> Includes \$680 rebate on carbide; \$846 returned drums. <sup>4</sup> The 82 lamps were supplied at \$0.025 per lamp per night. <sup>5</sup> \$1000 was appropriated for street lighting. <sup>6</sup> Non-operating revenue. <sup>7</sup> To pay bonds and build addition to power house. <sup>8</sup> 95 100-c.p. lamps at \$6.05; 5 60-c.p. lamps at \$4.95; so reported though no revenue is shown from street lighting.



## CORPORATIONS EXEMPT FROM REPORTING

Subdivision 13, section 66, chapter 480, laws of 1910, provides that where the owning, operating, managing, or controlling of a gas or electric plant by a corporation is wholly subsidiary and incidental to other business carried on by it, and is inconsiderable in amount and not general in its character, the Public Service Commissions may exempt such corporation from making full reports and from the keeping of accounts as to such subsidiary and incidental business. Pursuant to the authority of that statute, the Public Service Commission, Second District, November 13, 1911, passed a resolution adopting the following general rules for the exemption of such corporations:

1. That any corporation or person seeking exemption shall furnish to the Commission a statement, duly verified by an officer of the corporation, showing —

- (a) The name of the corporation;
- (b) The nature and extent of its general business;
- (c) The location of its plant or place of business at which gas or electricity is produced;
- (d) The extent of its gas or electric business, showing the number of consumers supplied and the amount of revenues accruing from such business;
- (e) That the gas or electric business is not general in its character, *i. e.* it does not attempt to supply an entire community or any considerable portion thereof.

2. Upon receipt of a satisfactory showing upon the foregoing points the Commission may by order exempt such corporation or person from making full reports and keeping separate accounts for the subsidiary and incidental gas or electric business. But such corporation or person will be required each year, at the time for filing annual reports to the Commission, to report in form prescribed and upon blanks to be supplied, duly verified statements showing that the situation upon which the exemption was made remains substantially unchanged.

3. For any reason that the Commission may deem satisfactory, any exemption may be revoked at any time.

4. A list of all corporations or persons exempted under these rules will be published in the Annual Report of the Commission.

The following named corporations and persons have been exempted by orders of the Commission:

Borst, Charles A., Kirkland, N. Y.  
 Cheney Piano Action Company, Castleton, N. Y.  
 Clifton Springs Sanitarium Company, The, Clifton Springs, N. Y.  
 Coles, Roswell, Cottekill, N. Y.  
 Columbia Mills, Inc., The, Minetto, N. Y.  
 Comstock, W. H., Company, Ltd., The, Morristown, N. Y.  
 Farley, George, Forestport, N. Y.  
 Gilbert, Henry L., Gilbertsville, N. Y.  
 Hind, Arthur, Clark Mills, N. Y.  
 Kilmer, J. M. and W. S., Binghamton, N. Y.  
 Lantry, M. W., Hogansburg, N. Y.  
 Lawrence Park Heat, Light and Power Company, Bronxville, N. Y.  
 McFarland, John, Hannibal, N. Y.

Nye Brothers, Jay, N. Y.  
 Ontario Industrial Company, Oswego, N. Y.  
 Orcutt, B. L. & Sons, Inc., Dickinson Center, N. Y.  
 St. Lawrence Pyrites Company, Hermon, N. Y.  
 Schoonmaker, H. S., Estate, Seneca Castle, N. Y.  
 Security Mutual Life Insurance Company, Binghamton, N. Y.  
 Sherman, A., Lumber Company, Parishville, N. Y.  
 Sylvan Beach Amusement Company, Sylvan Beach, N. Y.  
 Thompson, M. F., Binghamton, N. Y.  
 Tyler, N. A., Lumber Company, The, Vernon, N. Y.  
 Union Bag and Paper Company, Hudson Falls, N. Y.  
 Wands Glove Company, Candor, N. Y.

The following named corporations and persons, listed last year among those exempted from making full reports, no longer conduct electric or gas operations of a sort subject to the Commission's supervision:

Palen's, H. W., Sons, Kingston, N. Y.  
 Pierce & Lazell, Stockton, N. Y.  
 Rogers, J. & J., Company, Ausable Forks, N. Y.

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TELEGRAPH CORPORATIONS AND TELEPHONE CORPORATIONS

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STATEMENT GIVING THE ORGANIZATION OF CORPORATIONS OPERATING TELEGRAPH AND TELEPHONE LINES  
WITHIN THE STATE OF NEW YORK DECEMBER 31, 1914.

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# TELEGRAPH AND TELEPHONE CORPORATIONS

## HISTORICAL AND EXPLANATORY STATEMENT

### PART I: OPERATING CORPORATIONS

The following statement gives for operating telegraph and telephone corporations under the Commission's jurisdiction the history of their organization and certain other information which can not be conveniently shown in tabulated form. For the most part the facts given are based on annual reports and correspondence relating thereto. The dates of organization, consolidation, merger, etc., have, however, so far as possible been verified by reference to the records of the Secretary of State. In a few cases where reports have not been received or have been so incomplete or inconsistent as to render of no value the inclusion in the tables of any statistics taken from them, the name of the corporation has been omitted from the tables, and is included only in this statement with a brief abstract of such information as is available. The statement includes all operating telegraph and telephone corporations but does not include the operating unincorporated telephone plants, two in number: the returns in these annual reports have in both instances been tabulated.

### TELEGRAPH CORPORATIONS

#### **The Adirondack, Lake George and Saratoga Telegraph Company**

*Control by other corporation:* Majority of capital stock owned by The Western Union Telegraph Company.

*Organization:* Incorporated February 25, 1887, under the Telegraph Act (L. 1848, ch. 265).

*Term of corporate existence:* March 1, 1887, to March 1, 1937.

*Principal officers:* President, Herbert Smith; Vice-president, B. Brooks; Secretary and Treasurer, C. E. McKim.

*Principal office:* 16 Dey street, New York city.

#### **The Great North Western Telegraph Company of Canada**

*Organization:* Incorporated May 7, 1880, under the laws of the Dominion of Canada. This company leases all its lines in the United States to The Western Union Telegraph Company, except those on and along the Grand Trunk Railway between Fort Covington and Massena Springs.

*Term of corporate existence:* Not stated.

*Principal officers:* President, Z. G. Lash; Vice-president, Adam Brown; Secretary, A. C. McConnell; Treasurer, D. E. Henry.

*Principal office:* 17 East Wellington street, Toronto, Canada.

#### **Postal Telegraph-Cable Company**

*Control by other corporation:* Entire capital stock held by The Farmers Loan and Trust Company as trustee for the bondholders under the mortgage of the Commercial Cable Company.

*Organization:* Incorporated January 25, 1886, under the Telegraph Act (L. 1848, ch. 265). See also certificate filed October 20, 1883, incorporating Postal Telegraph and Cable Company. Lines of Champlain Telegraph Company, incorporated March 19, 1889, under the Telegraph Act (L. 1848, ch. 265), term five hundred years from date of recording in Albany county, were purchased June 2, 1911, and that company was voluntarily dissolved by certificate filed June 16, 1911. Lines of Commercial Union Telegraph Company (incorporated March 31, 1886) in the State, and ducts of Empire City Subway Company

(Limited), incorporated July 12, 1890, in New York city, are leased by Postal Telegraph-Cable Company.

*Term of corporate existence:* January 25, 1886, to January 1, 1886.

*Principal officers:* President, Clarence H. Mackay; Vice-presidents, Edward Reynolds, Charles C. Adams, Charles P. Bruch, Welcome I. Capen, and Edward C. Platt; Secretary, John O. Stevens; Treasurer, Edward C. Platt.

*Principal office:* 253 Broadway, New York city.

#### **The Western Union Telegraph Company**

*Organization:* Incorporated April 8, 1851, under the Telegraph Act (L. 1848, ch. 265), under the name of The New York and Mississippi Valley Printing Telegraph Company. Certificate of resolution to incorporate using name of "The New York & Mississippi Valley Printing Telegraph Company" filed February 21, 1854, under chapter 471 of laws of 1853, amending the Telegraph Act (term January 20, 1854, to April 1, 1951). Name changed by special act passed April 4, 1856 (ch. 97), to The Western Union Telegraph Company. Amended certificate filed October 30, 1911, adding to the lines of telegraph operated and controlled by it certain cables and land lines leased from The Anglo-American Telegraph Company, Limited, and The Direct United States Cable Company, Limited, corporations organized under the laws of Great Britain. In 1912 it took over, with slight exceptions, the property in the State of New York of The Great North Western Telegraph Company of Canada (see that title). This company succeeded to property, etc., of Mutual Union Telegraph Company, incorporated October 5, 1880, under the Telegraph Act, term one hundred years from the filing of certificate of incorporation in the offices of the Clerk of New York County and Secretary of State, the latter October 5, 1880. Certificate of extension of lines filed October 4, 1882, pursuant to chapter 425 of the laws of 1862 amending the Telegraph Act.

*Term of corporate existence:* April 1, 1851, to April 1, 1951.

*Principal officers:* President, Newcomb Carlton; Vice-presidents, G. W. E. Atkins and Belvidere Brooks; Secretary, W. H. Baker; Treasurer, A. R. Brewer.

*Principal office:* 195 Broadway, New York city.

## TELEPHONE CORPORATIONS

**Albany Home Telephone Company**

See New York Telephone Company.

*Control by other corporation:* Entire capital stock owned by Friendship Telephone Company.

*Organization:* Incorporated May 1, 1901, under the Transportation Corporations Law. April 2, 1912, merged West Shore Home Telephone Company, incorporated February 24, 1903, under the Transportation Corporations Law (term ninety-nine years from February 24, 1903). The property formerly belonging to West Shore Home Telephone Company was sold June 27, 1912, to New York Telephone Company. It also merged April 2, 1912, Rensselaer Home Telephone Company, incorporated January 16, 1909, under the Transportation Corporations Law (term ninety-nine years from January 16, 1909). October 30, 1914, it sold all its physical property to New York Telephone Company (see that title).

*Term of corporate existence:* Ninety-nine years from May 1, 1901.

*Principal officers:* President, Howard Hendrickson; Vice-presidents, I. H. Griswold, H. F. Stevens; Secretary, S. C. Ormsbee; Treasurer, W. W. Nicholson.

*Central office:* City of Albany.

*Principal office:* Corner Howard and Lodge streets, Albany.

**Allegany County Telephone Company**

*Control by other corporation:* Majority of capital stock owned by New York Telephone Company.

*Organization:* Incorporated August 18, 1910, under the Transportation Corporations Law. August 24, 1910, the following companies were merged into Allegany County Telephone Company; The Angelica Telephone Company, incorporated August 9, 1899, under the Transportation Corporations Law (term ninety-nine years); Belmont Citizens Telephone Company, incorporated February 17, 1902, under the Transportation Corporations Law (term ninety-nine years); The Belfast Telephone Company, incorporated January 12, 1897, under the Transportation Corporations Law (term twenty-five years from January 11, 1896); Bolivar Telephone Company, incorporated September 5, 1901, under the Transportation Corporations Law (term fifty years); and The Cuba Telephone Company, incorporated January 16, 1901, under the Transportation Corporations Law (term ninety-nine years). All of the real estate, plant and property, rights and privileges owned by New York Telephone Company and situated in Allegany county purchased by Allegany County Telephone Company during 1911, and transfer of franchises or rights included therein, approved by the Commission February 28, 1911.

*Term of corporate existence:* Perpetual.

*Principal officers:* President, F. C. Saunders; Vice-president, H. F. Stevens; Secretary, S. C. Ormsbee; Treasurer, George B. Rooth, jr.

*Central offices:* Villages of Angelica, Belfast, Belmont, Bolivar, Cuba, and Wellsville; unincorporated village of Allentown; also Shingle House and Genesee, Penna.

*Principal office:* 120 Main street, Wellsville.

**American Telephone and Telegraph Company**

*Organization:* Incorporated March 3, 1885, under "An act to provide for the incorporation and regulation of telegraph companies" (L. 1848, ch. 265); amended certificate (stock) filed May 17, 1888.

*Term of corporate existence:* Fifty years.

*Principal officers:* President, Theodore N. Vail; Vice-presidents, U. N. Bethell, N. C. Kingsbury, B. E. Sunny, H. B. Thayer, R. W. Devonshire; Secretary, A. A. Masters; Treasurer, G. D. Milne.

*Central office:* Does not furnish exchange service in the State of New York.

*Principal office:* 15 Dey street, New York city.

**Ashville and Panama Telephone and Telegraph Company**

*Organization:* Incorporated July 31, 1903, under the Transportation Corporations Law.

*Term of corporate existence:* Twenty-five years.

*Principal officers:* President, George W. Appleby; Vice-president, Edward L. Hall; Secretary and Treasurer, Alton H. Appleby.

*Central offices:* Village of Panama and unincorporated village of Blockville.

*Principal office:* Jamestown.

**Ausable Home Telephone Company**

*Organization:* Incorporated June 4, 1910, under the Transportation Corporations Law. October 6, 1914, all the property of this company was sold under foreclosure to the Keeseville Telephone Company.

*Term of corporate existence:* Ninety-nine years from June 4, 1910.

*Principal officers:* President, M. J. Callanan; Vice-president, I. H. Griswold; Secretary, F. H. Gardinier; Treasurer, R. P. McKee.

*Central office:* Village of Keeseville.

*Principal office:* Keeseville.

**The Baiting Hollow and Roanoke Telephone Company**

*Organization:* Incorporated March 11, 1901, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Principal officers:* President, H. R. Talmage; Vice-president, C. P. Howell; Secretary and Treasurer, J. Frank Dimon.

*Central office:* Unincorporated village of Riverhead.

*Principal office:* Riverhead.

**The Bergen Telephone Company**

*Control by other corporation:* Majority of capital stock owned by Rochester Telephone Company.

*Organization:* Incorporated February 13, 1903, under the Transportation Corporations Law.

*Term of corporate existence:* Twenty-five years.

*Principal officers:* President, George R. Fuller; Vice-president, George F. Roth; Secretary, C. M. Beattie; Treasurer, C. E. Housel.

*Central office:* Village of Bergen.

*Principal office:* Bergen.

**Black River Telephone Company**

*Organization:* Incorporated January 11, 1900, under the Transportation Corporations Law. August 30, 1910, The Fulton Chain Telephone and Telegraph Company, incorporated March 1, 1895, under the Transportation Corporations Law (term twenty-five years), was merged into Black River Telephone Company. August 1, 1912, this company took over from New York Telephone Company its Henderson and Pulaski plants, and also lines south of Remsen; and at the same time transferred to that company its Copenhagen, Black River, Burrs Mills, Deer River, and Carthage plants; also adjacent lines to Watertown.

*Term of corporate existence:* Fifty years.

*Principal officers:* President, Charles W. Pratt; Vice-presidents, J. J. Domser and William A. Kelly; Secretary, S. C. Ormsbee; Treasurer, George Sherwood.

*Central offices:* Villages of Adams, Boonville, Constableville, Croghan, Forestport, Henderson, Lacona, Lowville, Lyons Falls, Mannsville, Old Forge, Pulaski, and Remsen;



unincorporated villages of Adams Center, Raquette Lake, and West Leyden.

*Principal office:* State street, Lowville.

#### **Brockport Telephone Company**

*Control by other corporation:* Majority of capital stock owned by Rochester Telephone Company.

*Organization:* Incorporated July 18, 1903, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Principal officers:* President, George R. Fuller; Vice-president, Henry Morgan; Secretary and Treasurer, C. M. Beattie.

*Central office:* Village of Brockport.

*Principal office:* Brockport.

#### **Byron Telephone Company**

*Organization:* Incorporated January 18, 1904, under the Transportation Corporations Law.

*Term of corporate existence:* Twenty-five years.

*Principal officers:* President, H. C. Norton; Vice-president, C. N. Green; Secretary and Treasurer, A. G. Steele.

*Central office:* Village of Byron.

*Principal office:* Byron.

#### **Candor Telephone Company**

*Organization:* Incorporated February 11, 1905, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Principal officers:* Vice-president, T. W. Pass; Secretary and Treasurer, Eugene D. Holley.

*Central office:* Village of Candor.

*Principal office:* Candor.

#### **The Catskill Mountain Telephone Company**

*Organization:* Incorporated February 16, 1888, under the Telegraph Act (L. 1848, ch. 265).

*Term of corporate existence:* January 3, 1888, to January 3, 1987.

*Principal officers:* President, F. W. Atwater; Vice-president, R. A. Austin; Secretary and Treasurer, F. M. Goslee.

*Central offices:* Village of Hunter; unincorporated villages of Cairo, Jewett, and Lexington.

*Principal office:* Jewett.

#### **Cattaraugus Union Telephone Company**

*Control by other corporation:* Majority of capital stock owned by New York Telephone Company.

*Organization:* Incorporated October 27, 1909, under the Transportation Corporations Law.

*Term of corporate existence:* One hundred years.

*Principal officers:* President, J. W. Stearns; Vice-president, H. F. Stevens; Secretary, S. C. Ormsbee; Treasurer, W. W. Nicholson.

*Central offices:* Villages of Cattaraugus, Ellicottville, and Little Valley; unincorporated villages of Otto and East Otto.

*Principal office:* Little Valley.

#### **Cayuga Southern Telephone Company**

*Control by other corporation:* Entire capital stock owned by New York Telephone Company.

*Organization:* Incorporated March 26, 1907, under the Transportation Corporations Law.

*Term of corporate existence:* Ninety-nine years.

*Principal officers:* President, F. S. Rodenhurst; Vice-president, B. H. Shepard; Secretary, S. C. Ormsbee; Treasurer, W. W. Nicholson.

*Central offices:* Village of Aurora and unincorporated village of Poplar Ridge.

*Principal office:* Poplar Ridge.

#### **Cazenovia Telephone Company**

*Organization:* Incorporated July 2, 1902, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Principal officers:* President, A. B. Carpenter; Secretary, C. H. Rause; Treasurer, G. W. Salisbury.

*Central office:* Village of Cazenovia.

*Principal office:* Albany street, Cazenovia.

#### **The Champlain Telephone Company**

*Organization:* Incorporated September 24, 1903, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Principal officers:* President, O. E. Southwick; Vice-president and Secretary, M. J. Knapp; Treasurer, A. B. Spelman.

*Central offices:* Villages of Champlain, Mooers, and Rouses Point.

*Principal office:* Champlain.

#### **Chenango Valley Telephone Company**

*Organization:* Incorporated September 8, 1902, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Principal officers:* President, J. H. Lenderson; Vice-president, E. H. Alderman; Secretary, F. M. Harding; Treasurer, E. E. Smith.

*Central offices:* Villages of Whitney Point and Greene; unincorporated villages of Chenango Bridge and Triangle.

*Principal office:* Chenango Bridge.

#### **The Chestertown Telephone Company**

*Control by other corporation:* Majority of capital stock owned by Friendship Telephone Company.

*Organization:* Incorporated July 13, 1893, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Principal officers:* President, C. H. Burge; Vice-president, H. P. Miller; Secretary, S. C. Ormsbee; Treasurer, W. C. Colburn.

*Central office:* Unincorporated village of Chestertown.

*Principal office:* Chestertown.

#### **Cohoes-Waterford Home Telephone Company**

See New York Telephone Company.

*Control by other corporation:* Entire capital stock owned by Friendship Telephone Company.

*Organization:* Incorporated August 13, 1901, under the Transportation Corporations Law. October 30, 1914, the property and business of this company was purchased by New York Telephone Company.

*Term of corporate existence:* Ninety-nine years from August 13, 1901.

*Principal officers:* President, J. H. Shine; Vice-presidents, H. F. Stevens and W. B. Woodbury; Secretary, S. C. Ormsbee; Treasurer, W. W. Nicholson.

*Central office:* City of Cohoes.

*Principal office:* 35 Main street, Cohoes.

#### **The Columbia and Rensselaer Telephone and Telegraph Company**

*Organization:* Incorporated March 21, 1894, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Principal officers:* President, Abner S. Haight; Vice-president, Warren Fowler; Secretary, M. J. Fowler.

*Central offices:* Village of Nassau; unincorporated villages of Berlin, Canaan, East Chatham, and West Lebanon.

*Principal office:* West Lebanon.

#### **Columbia Telephone Company of Hudson, N. Y.**

*Organization:* Incorporated December 9, 1902, under the Transportation Corporations Law. See certificate of

merger and consolidation of Columbia Telephone Company and Commercial Telephone Company (incorporated under name of Commercial Telephone Company of Hudson, N. Y., April 3, 1894, under the Transportation Corporations Law, term fifty years) under name of Columbia Telephone Company, filed June 11, 1903 (term one hundred years).

*Term of corporate existence:* One hundred years.

*Principal officers:* President, R. G. Foster; Vice-president, B. F. Case; Secretary and Treasurer, Stephen J. Lyon.

*Central offices:* City of Hudson; village of Philmont; unincorporated villages of Blue Stores, Germantown, Hillsdale, and Madalin.

*Principal office:* 364 Warren street, Hudson.

#### **Commercial Union Telephone Company**

*Control by other corporation:* All capital stocks owned by Friendship Telephone Company.

*Organization:* Incorporated November 19, 1902, under the Transportation Corporations Law. February 23, 1910, it merged the following companies: Rensselaer Telephone and Telegraph Company, incorporated December 30, 1899, under the Transportation Corporations Law (term fifty years); The Saratoga Telephone and Telegraph Company, incorporated May 8, 1901, under the Transportation Corporations Law (term fifty years); New Union Telephone Company, incorporated June 18, 1900, under the Transportation Corporations Law (term one hundred years); and Watervliet-Green Island Home Telephone Company, incorporated May 27, 1901, under the Transportation Corporations Law (term ninety-nine years from May 27, 1901); amended certificate (stock) filed June 25, 1901 (term ninety-nine years from date of filing). The physical property of this company in Schuylerville, Warrensburgh, Ballston Spa, Lake George, Valley Falls, and Greenwich was sold to New York Telephone Company October 25, 1912; and in Saratoga Springs, Mechanicville, Glens Falls, Hudson Falls, and Fort Edward in 1913. October 30, 1914, it sold all its physical property to New York Telephone Company.

*Term of corporate existence:* One hundred years.

*Principal officers:* President, J. H. Caldwell; Vice-presidents, I. H. Griswold and H. F. Stevens; Secretary, S. C. Ormsbee; Treasurer, W. W. Nicholson.

*Central offices:* Cities of Troy (53 Third street and 478 Second avenue) and Watervliet; unincorporated village of Center Brunswick.

*Principal office:* 53 Third street, Troy.

#### **Cornwall Telephone Company**

*Control by other corporation:* Entire capital stock owned by Central Hudson Gas and Electric Company.

*Organization:* Incorporated October 25, 1905, under the Transportation Corporations Law.

*Term of corporate existence:* Perpetual.

*Principal officers:* President, Eugene D. Alexander; Secretary, Frederick Hildebrandt; Treasurer, George J. Thompson.

*Central office:* Village of Cornwall.

*Principal office:* Cornwall-on-Hudson.

#### **The Darien Telephone Company**

*Organization:* Incorporated May 13, 1903, under the Transportation Corporations Law.

*Term of corporate existence:* Twenty-five years.

*Principal officers:* President, Nelson Harper; Secretary and Treasurer, E. J. Shirm.

*Central offices:* Villages of Darien and Pembroke.

*Principal office:* Darien.

#### **The Delhi Telephone Company**

*Organization:* Incorporated June 7, 1897, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Principal officers:* President and Treasurer, S. F. Ade; Secretary, G. A. Paine.

*Central office:* Village of Delhi.

*Principal office:* Delhi.

#### **Downsville Telephone Company**

*Organization:* Incorporated January 5, 1906, under the Transportation Corporations Law.

*Term of corporate existence:* Perpetual.

*Principal officers:* President, C. A. Warren; Secretary, O. B. Purdy; Treasurer, A. H. Griffith.

*Central offices:* Village and town of Andes; unincorporated village of Colchester.

*Principal office:* Downsville.

#### **Dunkirk and Fredonia Telephone Company**

*Organization:* Incorporated February 17, 1898, under the Transportation Corporations Law; amended certificate (territory) filed September 26, 1907.

*Term of corporate existence:* One hundred years.

*Principal officers:* President, George H. Frost; Vice-president, Fred W. Plato; Secretary and Treasurer, A. R. Maytum.

*Central office:* Village of Fredonia.

*Principal office:* 4 West Main street, Fredonia.

#### **The Earlville Telephone Company**

*Organization:* Incorporated September 3, 1903, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Principal officers:* President and Treasurer, C. C. Chandler; Vice-president, J. D. Holey; Secretary, H. D. Chandler.

*Central offices:* Villages of Hamilton and Sherburne; unincorporated village of Lebanon.

*Principal office:* Earlville.

#### **East Randolph Telephone Company**

*Organization:* Incorporated June 21, 1904, under the Transportation Corporations Law.

*Term of corporate existence:* Ninety-nine years.

*Principal officers:* President, John H. Wright; Vice-president, M. R. Stevenson; Secretary and Treasurer, Winifred E. Miller.

*Central office:* Village of East Randolph.

*Principal office:* East Randolph.

#### **Eden Telephone Company**

*Organization:* Incorporated November 4, 1903, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Principal officers:* President, G. C. Bartoo; Vice-president, E. C. Newell; Secretary, G. H. Burgott; Treasurer, G. M. Denzel.

*Central office:* Unincorporated village of Eden.

*Principal office:* Eden.

#### **The Erie-Wyoming Telephone Company**

*Organization:* Incorporated October 19, 1905, under the Transportation Corporations Law.

*Term of corporate existence:* Ninety-nine years.

*Principal officers:* President, A. J. O'Dell; Vice-president, C. W. Hillman; Secretary and Treasurer, R. B. Fisher.

*Central office:* Unincorporated village of Sardinia.

*Principal office:* Chaffee.



**Farm and Village Telephone Company**

*Organization:* Incorporated August 11, 1904, under the Transportation Corporations Law.

*Term of corporate existence:* Perpetual.

*Principal officers:* President and Treasurer, Ivan Miller; Vice-president, Rensselaer Miller; Secretary, Blanche Miller.

*Central offices:* Villages of Groton and Moravia; town of Lansing, Tompkins county.

*Principal office:* Moravia.

**Federal Telephone & Telegraph Company**

*Control by other corporations:* Majority of capital stocks owned by Consolidated Telephone Company and Frontier Telephone Company.

*Organization:* Incorporated December 28, 1908, under the Transportation Corporations Law; amended certificate (territory) filed August 29, 1910. The physical property of the following companies was purchased December 28, 1908: The Frontier Telephone Company, incorporated September 30, 1901, under the Transportation Corporations Law (term fifty years); and Inter Ocean Telephone and Telegraph Company, incorporated June 28, 1901, under the Transportation Corporations Law (term ninety-nine years). Also, in 1912, the plants of Hanover Telephone Company, incorporated May 23, 1895, under the Transportation Corporations Law (term fifty years); and North Collins Telephone Company, incorporated May 4, 1904, under the Transportation Corporations Law (term ninety-nine years); the exchange at Montour Falls; and the property of The Atlanta Home Telephone Company, incorporated July 19, 1909, under the Transportation Corporations Law (term ninety-nine years), were added to the system. Acquired in July, 1911, exchanges and lines formerly owned by Independent Union Telephone Company in Middleport, Medina, and Gasport. Acquired September 30, 1913, plants and property of Batavia Home Telephone Company, incorporated May 6, 1901, under the Transportation Corporations Law (term one hundred years), and Niagara County Home Telephone Company, incorporated September 15, 1902, under the Transportation Corporations Law. March 19, 1903, it merged Niagara Falls Home Telephone Company, incorporated July 14, 1899, under the Transportation Corporations Law (term ninety-nine years); Tonawanda Home Telephone Company, incorporated June 1, 1900, under the Transportation Corporations Law (term one hundred years); and Home Telephone Company of Lockport, incorporated July 24, 1900, under the Transportation Corporations Law (term one hundred years). January 1, 1914, it acquired the physical property of Dunkirk Home Telephone Company, incorporated September 28, 1900, under the Transportation Corporations Law (term one hundred years).

The following companies at the dates named were merged into Federal Telephone & Telegraph Company: July 20, 1910, Citizens Telephone Company of Bath, N. Y., incorporated March 11, 1901, under the Transportation Corporations Law (term ninety-nine years); July 20, 1910, Citizens Telephone Company of Akron, N. Y., incorporated November 5, 1904, under the Transportation Corporations Law (term fifty years); July 20, 1910, The Marilla Telephone Company, incorporated August 24, 1904, under the Transportation Corporations Law (term thirty years); July 20, 1910, Attica Home Telephone Company, incorporated October 10, 1905, under the Transportation Corporations Law (term one hundred years); July 20, 1910, Elma Telephone Exchange, incorporated September 4, 1903, under the Transportation Corporations Law (term perpetual); July 20, 1910, Cohocton Valley Telephone and Telegraph Company, incorporated March 31, 1905, under the Transportation Corporations Law (term ninety-nine years); July 20, 1910, Conewango Valley Home Telephone

Company, incorporated June 3, 1904, under the Transportation Corporations Law (term ninety-nine years); July 20, 1910, Hornellsville Telephone Company, incorporated October 3, 1900, under the Transportation Corporations Law (term ninety-nine years); July 20, 1910, Ithaca Telephone Company, incorporated December 16, 1901, under the Transportation Corporations Law (term ninety-nine years); July 20, 1910, Valley Telephone Company, incorporated June 29, 1901, under the Transportation Corporations Law (term ninety-nine years); July 20, 1910, Watkins Telephone Company, incorporated August 17, 1901, under the Transportation Corporations Law (term ninety-nine years); July 20, 1910, Wellsville Telephone Company, incorporated February 20, 1901, under the Transportation Corporations Law (term ninety-nine years); July 20, 1910, Canisteo Telephone Company, incorporated February 28, 1902, under the Transportation Corporations Law (term ninety-nine years); July 20, 1910, The Springville Telephone Company, incorporated August 21, 1900, under the Transportation Corporations Law (term fifty years); July 20, 1910, Corning Telephone Company, incorporated August 23, 1900, under the Transportation Corporations Law (term ninety-nine years); July 25, 1911, Livingston County Telephone Company, incorporated April 15, 1905, under the Transportation Corporations Law (term ninety-nine years); August 7, 1911, The Salamanca Telegraph and Telephone Company of Salamanca, N. Y., incorporated May 31, 1900, under the Transportation Corporations Law (term fifty years from May 31, 1900); July 25, 1911, The Clifton Springs Telephone Company, incorporated April 24, 1903, under the Transportation Corporations Law (term ninety-nine years); July 25, 1911, Penn Yan Telephone Company, incorporated April 30, 1903, under the Transportation Corporations Law (term ninety-nine years); August 7, 1911, Warner Telephone Company, incorporated March 4, 1904, under the Transportation Corporations Law (term ninety-nine years); August 7, 1911, Wayland Independent Telephone Company, incorporated February 5, 1903, under the Transportation Corporations Law (term fifty years); March 21, 1912, Wyoming County Home Telephone Company, incorporated March 26, 1908, under the Transportation Corporations Law (term ninety-nine years from March 26, 1908); March 21, 1912, Citizens Telephone Company of Little Valley, N. Y., incorporated October 9, 1905, under the Transportation Corporations Law (term ninety-nine years); August 22, 1912, The Shingle House Telephone Company, incorporated under the laws of Pennsylvania April 14, 1905 (term ninety-nine years); certificates authorizing the transaction of business in the State of New York filed August 5, 1912; January 13, 1913, Trumbull's Corners Telephone Company, incorporated May 2, 1899, under the Transportation Corporations Law, under the name of Trumbull Corners Telephone Company; amended certificate filed June 2, 1903, as above (term fifty years, amended certificate). June 15, 1914, it merged the Colden-West Falls Telephone Company, incorporated July 2, 1910, under the Transportation Corporations Law (term ninety-nine years).

*Term of corporate existence:* Ninety-nine years.

*Principal officers:* President, Burt G. Hubbell; Vice-president, Clark L. Ingham; Secretary and Treasurer, Raymond Bissell.

*Central offices:* Cities of Batavia, Buffalo, Corning, Dunkirk, Hornell, Ithaca, Lockport, Niagara Falls, North Tonawanda, and Salamanca; villages of Akron, Alden, Angelica, Angola, Attica, Aron, Bath, Belmont, Bolivar, Caledonia, Canisteo, Charlotte, Cherry Creek, Clifton Springs, Cohocton, Dansville, East Aurora, East Rochester, Fairport, Forestville, Franklinville, Friendship, Geneseo, Gowanda, Hamburg, Hollev, Honeoye Falls, LeRoy, Lima, Little Valley, Livonia, Medina, Middleport, Montour Falls,



Moscow, Mt. Morris, North Collins, Penn Yan, Pittsford, Silver Creek, Springville, Warsaw, Watkins, Wayland, Wellsville, and Williamsville in the State of New York; unincorporated villages of Campbell, Gasport, Orchard Park, Rush, South Dayton, Trumbull's Corners, and West Falls; also Sayre and Shingle House, Penna.

*Principal office:* 332 Ellicott street, Buffalo.

#### **Friendship Telephone Company**

*Control by other corporation:* Majority of capital stock owned by New York Telephone Company.

*Organization:* Incorporated March 19, 1902, under the Transportation Corporations Law. Certificate of removal to New York city filed December 18, 1912.

*Term of corporate existence:* Fifty years.

*Principal officers:* President, H. F. Stevens; Vice-president, H. F. Thurber; Secretary and Treasurer, W. J. Farquhar.

*Central office:* Village of Friendship.

*Principal office:* 15 Day street, New York city.

#### **Geneva Telephone Company**

*Control by other corporation:* Majority of capital stock owned by Consolidated Telephone Company.

*Organization:* Incorporated December 21, 1896, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Principal officers:* President, B. G. Hubbell; Vice-president, John B. Anderson; Secretary and Treasurer, John W. Mellen.

*Central office:* City of Geneva.

*Principal office:* 332 Ellicott street, Buffalo.

#### **Glen Telephone Company**

*Organization:* Incorporated June 20, 1899, under the Transportation Corporations Law.

*Term of corporate existence:* Ninety-nine years.

*Principal officers:* President, J. S. Glen Edwards; Vice-president, Lucius N. Littauer; Secretary, Edward S. Parkhurst; Treasurer, David A. Hays.

*Central offices:* Cities of Gloversville and Johnstown; villages of Canajoharie, Fonda, Fort Plain, Northville, and St. Johnsville; unincorporated villages of Broadalbin, Glen, and Lake Pleasant.

*Principal office:* 6 Church street, Johnstown.

#### **Granville Telephone Company**

*Control by other corporations:* Majority of capital stock owned by New York Telephone Company and New England Telephone and Telegraph Company.

*Organization:* Incorporated July 31, 1899, under the Transportation Corporations Law. August 1 and 28, 1912, it acquired the properties of The Coöperant Telephone Company and New York and Vermont Home Telephone Company, incorporated respectively August 16, 1900, and October 18, 1906, under the Transportation Corporations Law (terms fifty and one hundred years respectively).

*Term of corporate existence:* Fifty years.

*Principal officers:* President, F. E. Hicks; Vice-president, F. T. Pember; Secretary, F. W. Hewitt; Treasurer, E. S. Willard.

*Central offices:* Villages of Cambridge, Fort Ann, Granville, Salem, and Whitehall; unincorporated villages of Clemons, Hartford, North Granville, Shushan, and West Hebron. There are also five central offices in the State of Vermont.

*Principal office:* Corner Main and North streets, Granville.

#### **The Hamlin Rural Telephone Company**

*Control by other corporation:* Majority of capital stock owned by Federal Telephone & Telegraph Company.

*Organization:* Incorporated May 9, 1904, under the Transportation Corporations Law; amended certificate (territory) filed July 7, 1905.

*Term of corporate existence:* Twenty-five years.

*Principal officers:* President, D. R. Singleton; Vice-president, John Martin; Secretary, Blaine Snook; Treasurer, Henry Morgan.

*Central office:* Unincorporated village of Hamlin.

*Principal office:* Hamlin.

#### **Heuvelton Telephone Company**

*Organization:* Incorporated July 6, 1912, under the Transportation Corporations Law.

*Term of corporate existence:* Ninety-nine years.

*Principal officers:* President, W. L. Wainwright; Vice-president, Spencer M. Wainwright; Secretary and Treasurer, Naomi M. Wainwright.

*Central office:* Village of Heuvelton.

*Principal office:* Heuvelton.

#### **Highland Telephone Company**

*Organization:* Incorporated January 26, 1900, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Principal officers:* President, George B. Mailler; Vice-president, Charles H. Tuthill; Secretary, F. H. Florance; Treasurer, Bradner Cameron.

*Central offices:* Villages of Monroe and Washingtonville; unincorporated village of Highland Mills.

*Principal office:* Highland Mills.

#### **The Hilton Telephone Company**

*Organization:* Incorporated May 28, 1902, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Principal officers:* President, J. E. Cooper; Vice-president, G. Y. Webster; Secretary, Adaline Holman; Treasurer, A. B. Fraser.

*Central office:* Village of Hilton.

*Principal office:* Hilton.

#### **The Home Telephone Company of Jamestown, New York**

*Organization:* Incorporated July 9, 1901, under the Transportation Corporations Law.

*Term of corporate existence:* Thirty years.

*Principal officers:* President, W. J. Maddox; Vice-president, Robert T. Izant; Secretary, John H. Wright; Treasurer, Brewer D. Phillips.

*Central office:* City of Jamestown.

*Principal office:* 210 Pine street, Jamestown.

#### **Independent Union Telephone Company**

See New York Telephone Company.

*Control by other corporation:* Majority of capital stock owned by Friendship Telephone Company.

*Organization:* Incorporated December 10, 1900, under the Transportation Corporations Law; amended certificate (territory) filed November 20, 1902. May 27, 1909, Southern New York Toll Company, incorporated October 4, 1901, under the Transportation Corporations Law (term ninety-nine years from October 4, 1901), was merged into Independent Union Telephone Company. In July, 1911, sold various toll lines and exchanges in Medina, Middleport, and Gasport to Federal Telephone & Telegraph Company; July 26, 1912, the exchange plants at Highland and Marlboro were sold to New York Telephone Company. It operated a toll line system only. October 30, 1914, the property and business of this company were purchased by New York Telephone Company.

*Term of corporate existence:* One thousand years.

*Principal officers:* President, H. F. Stevens; Secretary, S. C. Ormsbee; Treasurer, W. W. Nicholson.

*Principal office:* 48 Howard street, Albany.



**Interlake Telephone Company**

*Control by other corporation:* Majority of capital stock owned by Rochester Telephone Company.

*Organization:* Incorporated October 4, 1902, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Principal officers:* President, George R. Fuller; Vice-president, George F. Roth; Secretary and Treasurer, C. M. Beattie.

*Central office:* City of Canandaigua.

*Principal office:* Canandaigua.

**Keeseville Telephone Company**

*Organization:* Incorporated May 5, 1904, under the Transportation Corporations Law. Purchased property of Ausable Home Telephone Company and certain lines and property of Mountain Home Telephone Company in towns of Ausable and Black Brook, Clinton county; towns of Chesterfield, Jay, and Wilmington, Essex county; and village of Keeseville.

*Term of corporate existence:* Fifty years.

*Principal officers:* President, Karl J. Severance; Vice-president, Albert W. Shields; Secretary, James H. A. Bond; Treasurer, Peter W. Prime.

*Central offices:* Village of Keeseville; unincorporated villages of Ausable Forks and Upper Jay.

*Principal office:* Keeseville.

**The Lewis and Hall Telephone Company**

*Organization:* Incorporated February 2, 1910, under the Transportation Corporations Law.

*Term of corporate existence:* Perpetual.

*Principal officers:* President, B. V. Lewis; Vice-president, G. M. Lewis; Secretary and Treasurer, W. E. Kane.

*Central offices:* Village of Manlius and unincorporated village of Oran.

*Principal office:* Manlius.

**Long Lake Telephone Company, Inc.**

*Organization:* Incorporated July 30, 1913, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Remarks:* The report of this corporation, abstracts of which are included in this volume, covers telephone operations from October 1 to December 31, 1914, and is the first one rendered to the Public Service Commission, Second District.

*Principal officers:* President, Timothy D. Sullivan; Vice-president, Bridget A. Sullivan; Secretary and Treasurer, John M. Sullivan.

*Central office:* Unincorporated village of Long Lake.

*Principal office:* Long Lake.

**Marquis Telephone and Telegraph Company**

*Organization:* Incorporated August 20, 1910, under the Transportation Corporations Law.

*Term of corporate existence:* Perpetual.

*Principal officers:* President and Treasurer, James B. Marquis; Vice-president, Anna White Marquis; Secretary, William H. Field.

*Central office:* City of Norwich.

*Principal office:* Lackawanna avenue, Norwich.

**Mayville Telephone Company**

*Organization:* Incorporated March 18, 1899, under the Transportation Corporations Law. In 1914 purchased certain property on line of Jamestown, Westfield and Northwestern railroad from The Western Union Telegraph Company (line opened for business in September, 1914).

*Term of corporate existence:* Ninety-nine years.

*Principal officers:* President, Albert B. Sheldon; Vice-president, Samuel C. Crandall; Secretary and Treasurer, Alton H. Appleby.

*Central office:* Village of Mayville.

*Principal office:* Jamestown.

**The Monticello Telephone Company**

*Organization:* Incorporated August 27, 1900, under the Transportation Corporations Law.

*Term of corporate existence:* One hundred years.

*Principal officers:* President, G. L. Hatch; Vice-president, H. F. Holmes; Secretary, S. S. McLaughlin; Treasurer, H. L. Hatch.

*Central office:* Village of Monticello.

*Principal office:* Monticello.

**Morrisville Telephone Company**

*Organization:* Incorporated April 6, 1911, under the Transportation Corporations Law.

*Term of corporate existence:* Ninety-nine years.

*Principal officers:* President, Fletcher M. Elliott; Vice-president, Brownell Tompkins; Secretary and Treasurer, Helen H. Hinekey.

*Central offices:* Villages of Morrisville and Erieville.

*Principal office:* Morrisville.

**Mountain Home Telephone Company**

*Control by other corporation:* Majority of capital stock owned by New York Telephone Company.

*Organization:* Incorporated September 25, 1906, under the Transportation Corporations Law. November 27, 1912, the Commission granted authority to acquire the franchises and property of Clinton Telephone Company, incorporated August 18, 1903, under the Transportation Corporations Law (term ninety-nine years); and of Adirondack Home Telephone Company, incorporated May 19, 1905, under the Transportation Corporations Law. On the following dates the companies named were merged into Adirondack Home Telephone Company: November 24, 1905, Raquet River Telephone Company, incorporated November 22, 1898, under the Transportation Corporations Law (term twenty years); November 24, 1905, Franklin County Telephone Company, incorporated April 25, 1900, under the Transportation Corporations Law (term fifty years); February 21, 1907, Robison Telephone Company, incorporated February 23, 1905, under the Transportation Corporations Law (term twenty-five years); April 27, 1910, Norwood Telephone Company, incorporated March 14, 1903, under the Transportation Corporations Law (term fifty years). May 14, 1913, it merged Ellenburgh Telephone Company, incorporated May 1, 1908, under the Transportation Corporations Law (term ninety-nine years), and Beekmantown Telephone Company, incorporated December 30, 1903, under the Transportation Corporations Law (term fifty years). (See Keeseville Telephone Company for lines purchased from this company.)

*Term of corporate existence:* Ninety-nine years from September 25, 1906.

*Principal officers:* President, I. H. Griswold; Vice-presidents, William B. Woodbury, A. K. Botsford, and B. G. Parker; Secretary, George H. Rymers; Treasurer, N. M. Marshall.

*Central offices:* Cities of Ogdensburg and Plattsburgh; villages of Canton, Chateaugay, Dannemora, Fort Covington, Gouverneur, Lake Placid, Malone, Massena, Norwood, Potsdam, Rouses Point, Saranac Lake, and Tupper Lake; unincorporated villages of Burke, Ellenburg, Keene, Madrid, Moira, Parishville, and Saranac.

*Principal office:* 72 Clinton street, Plattsburgh.

**New Berlin Telephone Company**

*Organization:* Incorporated January 28, 1901, under the Transportation Corporations Law; amended certificate (territory) filed April 14, 1902.



*Term of corporate existence:* Fifty years.

*Principal officers:* President, Frank A. Smith; Vice-president, Edward G. White; Secretary, Harry L. White; Treasurer, Almer H. Phelps.

*Central office:* Village of New Berlin.

*Principal office:* New Berlin.

#### **New Lisbon Farm Telephone Company**

*Organization:* Incorporated May 9, 1902, under the Transportation Corporations Law.

*Term of corporate existence:* Perpetual.

*Principal officers:* President, Frank L. Winsor; Vice-president, Elmer C. Talbot; Secretary, Clarence A. Bunn; Treasurer, Horace L. Chase.

*Central office:* Unincorporated village of New Lisbon.

*Principal office:* Edmeston.

#### **New York Telephone Company**

*Control by other corporation:* Majority of capital stock owned by American Telephone and Telegraph Company.

*Organization:* Incorporated June 18, 1896, under the Transportation Corporations Law. Immediately after its incorporation it acquired and succeeded to the properties and franchises of the Metropolitan Telephone and Telegraph Company, incorporated May 14, 1880, under the Telegraph Act (L. 1848, ch. 265), term fifty years, voluntarily dissolved by certificate filed August 6, 1896; and The Westchester Telephone Company, incorporated July 6, 1882, under the same act (term fifty years). In September, 1909, The New York and New Jersey Telephone Company, incorporated June 5, 1883, under the same act (term ninety-nine years), was connected and consolidated with New York Telephone Company. Prior to such consolidation and between the years 1883 and 1890, The New York and New Jersey Telephone Company acquired the property and franchises of the Long Island Telephone Company, incorporated February 17, 1894, under the Transportation Corporations Law (term one hundred years); The Staten Island Telephone Company, incorporated September 29, 1883, under the Telegraph Act (L. 1848, ch. 265), term ninety-nine years from September 27, 1883; The New Jersey Telephone Company, incorporated under the telegraph law of the State of New Jersey; The Metropolitan Telephone and Telegraph Company of New Jersey, incorporated under the telegraph law of the State of New Jersey; and The Domestic Telegraph and Telephone Company of Newark, New Jersey, incorporated under the telegraph law of the State of New Jersey. In September, 1909, New York Telephone Company also acquired the property and franchises of The Bell Telephone Company of Buffalo (this company was merged into New York Telephone Company July 7, 1911), incorporated April 25, 1879, under the Telegraph Act (L. 1848, ch. 265), term April 21, 1879, to January 1, 1929.

On the following dates the companies named were merged into The Bell Telephone Company of Buffalo: January 19, 1906, The Bliss Telephone Company, incorporated April 29, 1903, under the Transportation Corporations Law (term fifty years); January 19, 1906, Livonia Telephone Company, incorporated March 20, 1901, under the Transportation Corporations Law (term fifty years); January 19, 1906, Tonawanda Valley Telephone Company, incorporated June 26, 1905, under the Transportation Corporations Law (term fifty years); April 23, 1906, Churchville Telephone Company, incorporated December 29, 1904, under the Transportation Corporations Law (term one hundred years); June 20, 1906, The Wyoming and Cattaraugus Telephone Company, incorporated October 23, 1901, under the Transportation Corporations Law (term ninety-nine years); July 25, 1906, Elba Telephone Company, incorporated May 21, 1903, under the Transportation Corporations Law (term fifty years); June 2,

1903, Buffalo Valley Telephone Company, incorporated May 17, 1894, under the Transportation Corporations Law (term fifty years); February 3, 1904, Niagara Telephone Company, incorporated January 20, 1903, under the Transportation Corporations Law (term fifty years); August 8, 1904, Akron Telephone Company, incorporated August 19, 1902, under the Transportation Corporations Law (term fifty years); March 20, 1905, Wilson Telephone Company, incorporated January 9, 1899, under the Transportation Corporations Law (term twenty years).

Central New York Telephone and Telegraph Company, incorporated December 23, 1882, under the Telegraph Act (L. 1848, ch. 265), term ninety-nine years from December 23, 1882, was merged into New York Telephone Company September 22, 1909. On the dates named the following companies were merged into Central New York Telephone and Telegraph Company: July 24, 1906, The Madrid Telephone Company, incorporated September 19, 1904, under the Transportation Corporations Law (term fifty years); July 24, 1906, The Milford Telephone Company, incorporated February 20, 1899, under the Transportation Corporations Law (term ninety-nine years); July 24, 1906, Oneonta Telephone Company, incorporated September 16, 1902, under the Transportation Corporations Law (term ninety-nine years); July 24, 1906, Saint Lawrence Telephone Company, incorporated October 28, 1899, under the Transportation Corporations Law (term one hundred years); January 11, 1909, The Otisco and Cedarvale Telephone Company, incorporated July 24, 1900, under the Transportation Corporations Law (term fifty years). Prior to said merger with New York Telephone Company, and during the month of March, 1909, Central New York Telephone and Telegraph Company had purchased all the property and franchises of Hudson River Telephone Company, incorporated April 27, 1883, under the Telegraph Act (term ninety-nine years from April 26, 1883).

On the dates named the following companies were merged into Hudson River Telephone Company: December 17, 1906, The Franklin Telephone and Telegraph Company, incorporated January 19, 1899, under the Transportation Corporations Law (term twenty years); June 18, 1907, The Greenfield Telephone Company, incorporated October 11, 1900, under the Transportation Corporations Law (term fifty years from October 1, 1900); also of New York and Pennsylvania Telephone and Telegraph Company, incorporated December 7, 1882, under the Telegraph Act (term ninety-nine years from December 6, 1882); merged into New York Telephone Company July 8, 1910; and the Empire State Telephone and Telegraph Company, incorporated July 1, 1881, under the Telegraph Act (term ninety-nine years from July 1, 1881); merged into New York Telephone Company January 11, 1911.

On the following dates the companies named were merged into The Empire State Telephone and Telegraph Company: November 28, 1903, The Seneca Telephone Company, incorporated May 1, 1897, under the Transportation Corporations Law (term fifty years); February 13, 1907, Woodworth Telephone and Telegraph Company, incorporated June 13, 1905, under the Transportation Corporations Law (term fifty years); March 15, 1907, The Naples Telephone Exchange, incorporated May 15, 1902, under the Transportation Corporations Law (term ninety-nine years); March 15, 1907, Ontario and Steuben Telephone Company, incorporated July 15, 1905, under the Transportation Corporations Law (term ninety-nine years); March 15, 1907, The People's Telephone Company of Ontario County, incorporated November 1, 1899, under the Transportation Corporations Law (term ninety-nine years); October 8, 1907, Ontario Telephone Company, incorporated May 3, 1897, under the Transportation Corporations Law (term thirty years); November 30,



1907, Cortland Home Telephone Company, incorporated June 13, 1900, under the Transportation Corporations Law (term fifty years): amended certificate (territory) filed December 19, 1900; March 2, 1903, The Tioughnioga Telephone Company, incorporated May 7, 1902, under the Transportation Corporations Law (term fifty years) was merged into Cortland Home Telephone Company.

On the following dates the companies named were connected with and consolidated with New York Telephone Company: January 21, 1910, The Northeastern Telephone and Telegraph Company, incorporated May 23, 1907, under the telegraph law of New Jersey; January 28, 1910, the Sea Shore Telephone Company, incorporated April 4, 1900, under the same act; and January 29, 1910, the Hudson River Telephone Company of New Jersey, incorporated October 8, 1897, under the same act.

The following New York corporations, all organized under the Transportation Corporations Law, were on the dates mentioned merged into New York Telephone Company: March 18, 1911, Trumansburg Citizens Telephone Company, incorporated November 14, 1906 (term perpetual); March 18, 1911, The Jefferson County Telephone Company, incorporated January 27, 1908 (term perpetual); October 6, 1911, Plainville Telephone Company, incorporated June 8, 1905 (term twenty-five years); October 6, 1911, Cobleskill Telephone Company, incorporated October 5, 1896 (term fifty years); June 30, 1913, Wyoming County Telephone Company, incorporated March 30, 1899 (term fifty years); August 7, 1911, Cobleskill and Sharon Telephone Company, incorporated March 26, 1896, under the same act (term fifty years) was merged into Cobleskill Telephone Company; October 30, 1914, Crystal Lake Home Telephone Company, incorporated April 13, 1908, under the Transportation Corporations Law (term ninety-nine years).

The physical property of the following companies was purchased by New York Telephone Company on the dates named: April 14, 1911, The Amsterdam Automatic Telephone Company, incorporated May 8, 1896, under the Transportation Corporations Law (term fifty years); April 27, 1911, Clifton Park Telephone Company, incorporated June 4, 1903, under the Transportation Corporations Law (term twenty-five years); April 27, 1911, Home Telephone Company of Albion, incorporated March 24, 1904, under the Transportation Corporations Law (term fifty years); June 30, 1911, The Delaware River Telephone and Telegraph Company, incorporated September 10, 1895, under the Transportation Corporations Law (term fifty years); June 30, 1911, the telephone property and business of Herman S. Wells in Sullivan and Ulster counties; January 6, 1912, Eastern New York Telephone and Telegraph Company, incorporated March 10, 1902, under the Transportation Corporations Law (term ninety-nine years); March 29, 1912, Cayuga, Onondaga Telephone Company, incorporated October 12, 1908, as a reorganization of The Weedsport, Jordan and Elbridge Telephone Company, incorporated June 21, 1905, under the name of Weedsport Telephone Company, under the Transportation Corporations Law: name changed May 1, 1906, by order of the Supreme Court, to The Weedsport, Jordan and Elbridge Telephone Company, order filed March 19, 1906 (term ninety-nine years); April 30, 1912, Onondaga Independent Telephone Company, incorporated July 2, 1908, under the Transportation Corporations Law: succeeded to the property and franchises sold under foreclosure of Independent Telephone Company of Syracuse, incorporated June 29, 1905, under the Transportation Corporations Law (term perpetual); May 31, 1912, The Skancateles Telephone Company, incorporated April 22, 1902, under the Transportation Corporations Law (term fifty years); June 29, 1912, Baldwinsville Telephone Company, incorporated December 18, 1897, under the Transportation Corpora-

tions Law (term fifty years); July 1, 1912, Newburgh Home Telephone Company, incorporated December 12, 1906, under the Transportation Corporations Law (term ninety-nine years from December 12, 1906); July 1, 1912, Home Telephone Company of Frewsburg, New York, incorporated September 17, 1902, under the Transportation Corporations Law (term twenty years); July 1, 1912, The Deposit Telephone Company, incorporated July 30, 1906, under the Transportation Corporations Law (term fifty years); July 1, 1912, Kitchawan Telephone Company, incorporated August 24, 1904, under the Transportation Corporations Law (term ninety-nine years): voluntarily dissolved by certificate filed August 16, 1912; August 3, 1912, The Inter-State Telephone Company, incorporated July 13, 1894, under the Transportation Corporations Law (term fifty years from June 1, 1894); August 3, 1912, Dutchess County Telephone Company, incorporated November 12, 1900, under the Transportation Corporations Law (term one hundred years); August 15, 1912, Utica Home Telephone Company, incorporated December 13, 1901, under the Transportation Corporations Law (term fifty years); August 28, 1912, Citizens Standard Telephone Company, incorporated August 13, 1895, under the Transportation Corporations Law (term ninety-nine years from August 13, 1895); September 2, 1912, The Schoharie Valley Telephone Company, incorporated January 28, 1907, under the Transportation Corporations Law (term twenty-five years); October 16, 1912, Schenectady Home Telephone Company, incorporated August 10, 1901, under the Transportation Corporations Law (term ninety-nine years from August 10, 1901); October 19, 1912, The Hamilton Telephone Company, incorporated March 8, 1910, under the Transportation Corporations Law (term fifty years). Also July 25, 1912, certain property and business of Albany Home Telephone Company within and appurtenant to the district of Catskill; October 25, 1912, certain property, etc., of the Commercial Union Telephone Company (see that title) within and appurtenant to the exchange districts of Ballston Spa, Schuylerville, Greenwich, Valley Falls, Lake George, and Warrensburgh; February 1, 1913, Gowanda Bell Telephone and Telegraph Company, incorporated May 31, 1907, under the Transportation Corporations Law (term fifty years); February 27, 1913, Phelps Home Telephone Company, incorporated November 12, 1908, under the Transportation Corporations Law (term ninety-nine years); February 28, 1913, Seneca County Home Telephone Company, incorporated September 30, 1901, as Seneca Falls Home Telephone Company, under the Transportation Corporations Law: new name assumed as above by order of the Supreme Court from January 31, 1903, and order filed in office of Secretary of State December 30, 1902 (term ninety-nine years from September 30, 1901); March 29, 1913, The Auburn Telephone Company, incorporated February 17, 1897, under the Transportation Corporations Law; West Lakeside Telephone Company, incorporated June 10, 1905, under the Transportation Corporations Law (term ninety-nine years), was merged into Auburn Telephone Company December 19, 1912; April 30, 1913, The Yorktown Telephone Company, incorporated November 21, 1900, under the Transportation Corporations Law (term ninety-nine years); June 21, 1913, Easton Telephone Company, incorporated July 24, 1905, under the Transportation Corporations Law (term ninety-nine years); August 1, 1913, Camden Home Telephone Company, incorporated August 30, 1905, under the Transportation Corporations Law (term perpetual); October 1, 1913, Fleischmann Telephone Company, Inc., incorporated January 21, 1913, under the Transportation Corporations Law (term ninety-nine years); April 4, 1913, and December 12, 1913, certain property and business of the Commercial Union Telephone Company (see that title) within and appurtenant to the



exchanges districts at Mechanicville, Saratoga Springs, Glens Falls, Hudson Falls, and Fort Edward; April 1, 1914, Rural Home Telephone Company of Coeymans, incorporated January 31, 1908 (amended certificate filed February 28, 1912) under the Transportation Corporations Law (term ninety-nine years); also telephone property and business of A. A. Gardinier in Rensselaer and Columbia counties; Clarksville Telephone Company (purchased from purchaser in bankruptcy proceedings) incorporated January 22, 1896, under the Transportation Corporations Law (term ninety-nine years); June 29, 1914, telephone property and business of A. C. Townsend in Putnam and Dutchess counties; October 30, 1914, Independent Union Telephone Company and Cohoes-Waterford Home Telephone Company (see those titles); October 30, 1914, the balance of the property of Albany Home Telephone Company and Commercial Union Telephone Company (see those titles).

*Term of corporate existence:* Ninety-nine years.

*Principal officers:* President, Union N. Bethell; Vice-presidents, Frank H. Bethell, Howard F. Thurber, Ford Huntington; Secretary and Treasurer, Walter Brown.

*Central offices:* Operates in fifty-nine counties of the State of New York.

*Principal office:* 15 Dey street, New York city.

#### North Creek Telephone Company

*Organization:* Incorporated August 29, 1904, under the Transportation Corporations Law.

*Term of corporate existence:* One hundred years.

*Principal officers:* President, W. T. Campbell; Vice-president, John Little; Secretary, A. E. Prescott; Treasurer, C. D. Pereau.

*Central offices:* Unincorporated villages of Indian Lake, North Creek, and Thurman.

*Principal office:* North Creek.

#### The Northern Tioga Telephone Company

*Organization:* Incorporated May 31, 1904, under the Transportation Corporations Law.

*Term of corporate existence:* Twenty-five years.

*Principal officers:* President and Treasurer, G. E. Purple; Vice-president, J. C. Purple; Secretary, C. L. Purple.

*Central offices:* Village of Newark Valley and unincorporated village of Richford.

*Principal office:* Newark Valley.

#### The North Shore Telephone Company

*Control by other corporation:* Entire capital stock owned by Friendship Telephone Company.

*Organization:* Incorporated November 23, 1903, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Principal officers:* President, H. F. Stevens; Vice-president, W. J. Farquhar; Secretary and Treasurer, S. C. Ormsbee.

*Central office:* Unincorporated village of Port Jefferson.  
*Principal office:* Port Jefferson.

#### North-Western Telephone and Telegraph Company

*Organization:* Incorporated December 13, 1900, under the laws of the State of Delaware. Certificate authorizing the transaction of business in this State filed January 3, 1901.

*Term of corporate existence:* Perpetual.

*Principal officers:* President, Allen E. Kilby; Vice-president, M. S. Wilder; Secretary and Treasurer, Christian Yousey.

*Central offices:* Villages of Carthage, Copenhagen, Harrisville, and Black River; unincorporated villages of Benson Mines and Natural Bridge.

*Principal office:* 151 State street, Carthage.

#### Ogden Telephone Company

*Organization:* Incorporated December 4, 1907, under the Transportation Corporations Law.

*Term of corporate existence:* Perpetual.

*Principal officers:* President, Frank C. Blackford; Vice-president, Joseph V. Rogers; Secretary and Treasurer, H. Arthur Nichols.

*Central offices:* Village of Spencerport and town of Ogden.

*Principal office:* Spencerport.

#### The Olean Interstate Telephone Company

*Organization:* Incorporated August 31, 1910, under the Transportation Corporations Law. During 1913 the company purchased the plant and property of Machias Telephone and Electric Company, incorporated December 13, 1906, under the Transportation Corporations Law (term ninety-nine years); Delaware Telephone Company, incorporated May 4, 1904, under the Transportation Corporations Law (term one hundred years); and Hinsdale Mutual Telephone Association, unincorporated.

*Term of corporate existence:* Perpetual.

*Remarks:* Report received too late for inclusion in tabulations. The following information is abstracted from the report as rendered:

Balance sheet December 31, 1914:

Assets Side:	
Fixed capital.....	\$34,003
Cash and deposits.....	55
Bills receivable.....	450
Accounts receivable.....	1,386
Materials and supplies.....	743
Prepayments.....	211
Corporate deficit.....	1,004
Total.....	\$37,852

Liabilities Side:	
Capital stocks.....	\$5,600
Bills payable.....	28,937
Accounts payable.....	251
Taxes accrued.....	85
Reserve for accrued depreciation.....	2,859
Casualty and insurance reserve.....	120
Total.....	\$37,852

#### Income account for 1914:

Exchange service revenues.....	\$6,189
Toll service revenues.....	1,217
Total operating revenues.....	\$7,406
Operating expenses.....	\$4,468
Taxes.....	158
Total operating revenue deductions.....	\$4,626
Income from telephone operations.....	\$2,780
Income deductions:	
Interest.....	\$985
Rent.....	224
Total.....	\$1,209
Net corporate income.....	\$1,571

#### Surplus or deficit account for 1914:

	Debits	Credits
Balance at beginning of year.....	\$567	
Net corporate income for year.....		\$1,571
Balance at close of year.....	1,004	
Totals.....	\$1,571	\$1,571

The average number of telephones in service during 1914 is given as 486.

*Principal officers:* President, George A. Larkin; Secretary and Treasurer, S. J. Earley.

*Central offices:* Village of Franklinville; unincorporated villages of Delevan, Hinsdale, and Machias.

*Principal office:* Olean.

#### Oneida County Rural Telephone Company

*Organization:* Incorporated June 12, 1905, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Principal officers:* President, E. Willard Jones; Vice-president, G. D. Thomas; Secretary and Treasurer, Ira G. Wells.

*Central offices:* Village of Holland Patent and unincorporated village of Stittville.

*Principal office:* Holland Patent.



**Ontario County Mutual Telephone Company**

*Organization:* Incorporated October 12, 1907, under the Transportation Corporations Law.

*Term of corporate existence:* Ninety-nine years.

*Principal officers:* President, G. F. Wheaton; Vice-president, G. P. Reed; Secretary, F. R. Appleton; Treasurer, P. A. Spitz.

*Central offices:* Unincorporated villages of East Bloomfield and Richmond.

*Principal office:* Holcomb.

**The Orange County Telephone Company**

*Organization:* Incorporated May 23, 1895, under the Transportation Corporations Law. December 1, 1911, purchased the New Hampton Exchange, and August 1, 1913, the Wurtsboro Exchange, each from New York Telephone Company; also on May 14, 1914, purchased the line situated in the towns of Mamakating, Sullivan county, and Wallkill, Orange county, in the vicinity of Wurtsboro and Bloomingburgh.

*Term of corporate existence:* Perpetual.

*Principal officers:* President, Edwin Fancher; Vice-president, Frank D. Fancher; Secretary, John McWilliams; Treasurer, Edmund Millen.

*Central offices:* City of Middletown; village of Wurtsboro; unincorporated villages of Bloomingburgh, New Hampton, and Pine Bush.

*Principal office:* 17-19 John street, Middletown.

**Oswego County Independent Telephone Company**

*Organization:* Incorporated September 28, 1906, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Principal officers:* President, H. L. Paddock; Vice-president, Charles R. Lee; Secretary, A. W. Wiltsie.

*Central offices:* City of Fulton and village of Phoenix.

*Principal office:* 34 South First street, Fulton.

**Otsego and Delaware Telephone Company**

*Control by other corporation:* Majority of capital stock owned by New York Telephone Company.

*Organization:* Incorporated August 18, 1910, under the Transportation Corporations Law. August 25, 1910, it merged East Springfield Telephone Company, incorporated February 8, 1906, under the Transportation Corporations Law (term fifty years). August 22, 1910, it purchased at foreclosure sale the property of Otsego Home Telephone Company, incorporated May 16, 1904, under the Transportation Corporations Law (term fifty years); September 1, 1910, it purchased that portion of New York Telephone Company's plant in Otsego and Delaware counties; October 1, 1912, it purchased the physical property of Home Telephone Company of Oneonta. February 27, 1913, The Delaware and Otsego Independent Toll Line Company, incorporated August 31, 1906, under the Transportation Corporations Law (term ninety-nine years), was merged into Otsego and Delaware Telephone Company; and December 27, 1912, it purchased the physical property of The Rose Telephone Company (see that title) in Otsego county.

*Term of corporate existence:* Perpetual.

*Principal officers:* President, W. L. Brown; Vice-president, H. W. Fluhrer; Secretary, S. C. Ormsbee; Treasurer, D. F. Keyes.

*Central offices:* City of Oneonta; villages of Cherry Valley, Cooperstown, Milford, Otsego, Richfield Springs, and Schenectady; unincorporated villages of Hartwick and Worcester.

*Principal office:* 191 Main street, Oneonta.

**Our Own Telephone Company**

*Organization:* Incorporated August 20, 1908, under the Transportation Corporations Law.

*Term of corporate existence:* One hundred years.

*Principal officers:* President and Treasurer, Mrs. Addie P. G. Walker; Secretary, George H. Bond.

*Central office:* Village of Chittenango.

*Principal office:* Chittenango.

**The Patrons Telephone Company**

*Organization:* Incorporated June 27, 1905, under the Transportation Corporations Law.

*Term of corporate existence:* Perpetual.

*Principal officers:* President, Oscar H. Livingston; Vice-president, F. B. Matson; Secretary, F. P. Sinclair; Treasurer, C. H. Tillotson.

*Central offices:* Unincorporated villages of Granby and Lysander.

*Principal office:* Lysander.

**The Perry Telephone Company**

*Organization:* Incorporated January 3, 1903, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Principal officers:* President, C. M. Smith; Vice-president, C. A. Loon; Secretary and Treasurer, L. P. Benedict.

*Central office:* Village of Perry.

*Principal office:* Perry.

**The Pioneer Telephone Company of Clarence**

*Organization:* Incorporated August 8, 1905, under the Transportation Corporations Law.

*Term of corporate existence:* Perpetual.

*Principal officers:* President, P. H. Rhodes; Vice-president, E. Weinage; Secretary and Treasurer, O. A. Martin.

*Central office:* Unincorporated village of Clarence.

*Principal office:* Clarence Center.

**Port Byron Telephone Company**

*Organization:* Incorporated February 17, 1905, under the Transportation Corporations Law.

*Term of corporate existence:* Ninety-nine years.

*Principal officers:* President, T. F. Dixon; Vice-president, Guy Van Antwerp; Secretary, J. M. Hearn; Treasurer, H. R. Warren.

*Central office:* Village of Port Byron.

*Principal office:* Port Byron.

**The Port Henry Telephone Company**

*Organization:* Incorporated November 17, 1903, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Principal officers:* President, N. Berman; Vice-president, L. F. Sprague; Secretary, D. A. Keenan; Treasurer, P. C. Kelley.

*Central office:* Town of Moriah.

*Principal office:* Port Henry.

**Port Jervis Telephone Company**

*Organization:* Incorporated November 16, 1897, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Principal officers:* President, F. N. Mason; Vice-president, W. L. Cuddeback; Secretary and Treasurer, E. F. Mapes.

*Central office:* City of Port Jervis.

*Principal office:* 19 Sussex street, Port Jervis.

**Portland Telephone Company**

*Organization:* Incorporated March 18, 1899, under the Transportation Corporations Law.

*Term of corporate existence:* One hundred years.

*Principal officers:* President, Samuel C. Crandall; Vice-president, George W. Fuller; Secretary and Treasurer, Ralph A. Hall.

*Central office:* Village of Brocton.

*Principal office:* Brocton.

**Prattsburg Overland Telephone Company**

*Control by other corporation:* Majority of capital stock owned by Federal Telephone & Telegraph Company.

*Organization:* Incorporated January 4, 1904, under the Transportation Corporations Law.

*Term of corporate existence:* Perpetual.

*Principal officers:* President, D. J. Doughty; Vice-president, G. A. Boals; Secretary and Treasurer, Byron L. Moore.

*Central office:* Village of Naples.

*Principal office:* 332 Ellicott street, Buffalo.

**The Reading and Rock Stream Telephone and Telegraph Company**

*Organization:* Incorporated March 19, 1904, under the Transportation Corporations Law.

*Term of corporate existence:* Perpetual.

*Principal officers:* President, Charles Chapman; Vice-president, H. S. Howard; Secretary and Treasurer, A. S. Barnes.

*Central office:* Operated by Federal Telephone & Telegraph Company.

*Principal office:* Rock Stream.

**Red Hook Telephone Company**

*Organization:* Incorporated January 29, 1896, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Principal officers:* President and Treasurer, Peter H. Troy; Vice-president, J. Lewis Daley; Secretary, John Troy.

*Central offices:* Villages of Red Hook and Rhinebeck; unincorporated village of Staatsburg.

*Principal office:* 62 Market street, Poughkeepsie.

**The Red Jacket Telephone Company**

*Organization:* Incorporated April 20, 1903, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Principal officers:* President, Carlos P. Osgood; Vice-president, Robert B. Peck; Secretary, Willis C. Ellis; Treasurer, Oliver S. Titus.

*Central offices:* Villages of Manchester and Shortsville.

*Principal office:* Shortsville.

**Ripley Telephone Company**

*Organization:* Incorporated August 4, 1898, under the Transportation Corporations Law.

*Term of corporate existence:* One hundred years.

*Principal officers:* President, F. N. Randall; Vice-president, Hon. C. M. Hamilton; Secretary and Treasurer, J. W. Burrows.

*Central office:* Unincorporated village of Ripley.

*Principal office:* Ripley.

**Rochester Telephone Company**

*Organization:* Incorporated November 24, 1899, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Principal officers:* President, George R. Fuller; Vice-president, George F. Roth; Secretary, F. C. Goodwin; Treasurer, C. M. Beattie.

*Central offices:* City of Rochester (59 Stone street and 617 Park avenue).

*Principal office:* 59 Stone street, Rochester.

**The Rose Telephone Company**

*Organization:* Incorporated January 13, 1905, under the Transportation Corporations Law.

*Term of corporate existence:* Seventy-five years.

*Principal officers:* President, Hugh K. Rose; Vice-president, Edmund S. Rose; Secretary and Treasurer, William E. King.

*Central offices:* Villages of Hobart and Stamford; unincorporated villages of Davenport and Roxbury.

*Principal office:* Hobart.

**Rushford Telephone Company**

*Control by other corporation:* Majority of capital stock owned by Consolidated Telephone Company.

*Organization:* Incorporated January 4, 1906, under the Transportation Corporations Law.

*Term of corporate existence:* Ninety-nine years.

*Principal officers:* President, E. C. Gilbert; Vice-president, W. S. Mulleken; Secretary, Byron L. Moore; Treasurer, L. E. Hardy.

*Central office:* Unincorporated village of Rushford.

*Principal office:* 332 Ellicott street, Buffalo.

**Seneca-Gorham Telephone Company**

*Organization:* Incorporated June 10, 1903, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Principal officers:* President, Duncan S. Allen; Vice-president, G. A. Driscoll; Secretary, Rice McCauley; Treasurer, William Pulver.

*Central offices:* Village of Rushville and unincorporated village of Seneca.

*Principal office:* Stanley.

**The Sherburne Telephone Company**

*Control by other corporation:* Majority of capital stock owned by New York Telephone Company.

*Organization:* Incorporated March 14, 1904, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Principal officers:* President, John Nelson; Vice-president, B. H. Shepard; Secretary, S. C. Ormsbee; Treasurer, Ella Nelson.

*Central office:* Village of Sherburne.

*Principal office:* Sherburne.

**Sherman Telephone Company**

*Organization:* Incorporated January 25, 1899, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Principal officers:* President, Charles E. Sheldon; Vice-president, William H. Newall; Secretary and Treasurer, Herbert H. Corbett.

*Central office:* Village of Sherman.

*Principal office:* Sherman.

**State Line Telephone Company**

*Control by other corporation:* Majority of capital stock owned by State Line Telephone Company, S. D.

*Organization:* Incorporated July 17, 1903, under the Transportation Corporations Law.

*Term of corporate existence:* Nine hundred ninety-nine years.

*Principal officers:* President, Melvin G. Woolley; Vice-president, D. A. Reynolds; Secretary, Eugene H. Brock; Treasurer, Louis L. Ruppert.

*Central offices:* Village of Peekskill; unincorporated villages of Adams Corners and Pine Plains.

*Principal offices:* Peekskill, and 2 Rector street, New York city.

**State Telephone Company**

*Organization:* Incorporated December 31, 1909, under the Transportation Corporations Law.

*Term of corporate existence:* Ninety years.

*Principal officers:* President, William C. Harden; Vice-president, J. K. Hotaling; Secretary, Ernest L. Haight; Treasurer, Harrie McK. Curtis.

*Central offices:* Villages of Cocksackie and Ravena.

*Principal office:* Ravena.



**Suffolk County Telephone Company**

*Organization:* Incorporated August 11, 1903, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Principal officers:* President, Joseph T. Losee; Vice-president, A. P. Terry; Secretary, Daniel Chichester; Treasurer, John E. Ketcham.

*Central offices:* Village of Patchogue and unincorporated village of Holtsville.

*Principal office:* Patchogue.

**Ticonderoga Home Telephone Company**

*Organization:* Incorporated October 12, 1905, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Principal officers:* President, M. H. Turner; Vice-president, J. A. McLaughlin, Secretary, R. N. Clemons; Treasurer, D. C. Bascom.

*Central offices:* Village of Ticonderoga; unincorporated villages of Hague and Schroom Lake.

*Principal office:* Ticonderoga.

**Trumansburg Home Telephone Company**

*Organization:* Incorporated February 7, 1906, under the Transportation Corporations Law.

*Term of corporate existence:* Ninety-nine years.

*Principal officers:* President, Walter Mekeel; Vice-president, H. F. Owen; Secretary, J. K. Wheeler; Treasurer, Isaiah Mekeel.

*Central offices:* Villages of Trumansburg and Inter-laken.

*Principal office:* Trumansburg.

**Truxton and Cuyler Telephone Company**

*Organization:* Incorporated April 4, 1906, under the Transportation Corporations Law.

*Term of corporate existence:* Ninety-nine years.

*Remarks:* No report of the operations of this company for the year ended December 31, 1914, had been rendered up to date of going to press. The information in regard to officers and offices is taken from the report for the year ended December 31, 1913.

*Principal officers:* President, A. R. Bryant; Vice-president, F. L. Hilton; Secretary, L. D. Crandall; Treasurer, P. D. Muller.

*Central office:* Unincorporated village of Truxton.

*Principal office:* Truxton.

**Union Telephone Company**

*Organization:* Incorporated January 23, 1899, under the Transportation Corporations Law.

*Term of corporate existence:* Forty-nine years.

*Principal officers:* President, M. L. Siver; Vice-president, D. R. Buckley; Secretary and Treasurer, R. W. Siver.

*Central offices:* Villages of Bainbridge, Sidney, and Unadilla; unincorporated village of Guilford.

*Principal office:* Sidney.

**Union Telephone Company of Erie**

*Organization:* Incorporated August 31, 1904, under the laws of Pennsylvania, as a reorganization, purchasing Union Telephone and Telegraph Company of West Virginia. It is reported that the properties of this company passed into the hands of Theo. A. Lamb as receiver October 1, 1912.

*Term of corporate existence:* Not stated.

*Remarks:* Returns not tabulated. The report of the receiver shows the following revenues and expenses of the Olean exchange for the year ended December 31, 1914:

Operating revenues:	
Exchange service.....	\$5,174
Toll service.....	2,554
Total telephone operating revenues.....	\$7,728

Operating expenses:	
Maintenance.....	\$3,004
Traffic.....	2,857
Commercial.....	326
General and miscellaneous.....	150
Total telephone operating expenses.....	\$6,339

Income from telephone operations..... \$1,389

The amount of income is reported as "subject to further deductions for interest on fixed charges, etc., the exact amount unknown owing to the fact the Olean exchange is not handled separately on our books".

The average number of stations in service during the year is given as 345 including 55 service and connecting stations.

The balance sheet of the corporation as a whole December 31, 1914, is reported as follows:

Assets Side:	
Plant as of October 1, 1912.....	\$1,243,071
Franchises and rights of way.....	256,514
Construction since October 1, 1912.....	32,784
	\$1,532,369
Less materials from discount.....	12,088
	\$1,520,281
Furniture and fixtures.....	3,020
Mercer Telephone and Telegraph Co. stock.....	3,400
Petroleum Telephone Co. stock.....	250
Cash.....	2,496
Petty cash.....	1,190
Accounts receivable.....	12,498
Sundry accounts receivable.....	7,390
Toll coupon account.....	195
Materials and supplies.....	6,275
Mercer Telephone and Telegraph Co.....	9,312
Prepaid insurance.....	41
5% bonds held in reserve.....	241,500
Total.....	\$1,807,847

Liabilities Side:	
Union Telephone Co. of Erie stock.....	\$499,800
New Castle Telephone Co. stock.....	32,000
First mortgage 6% Union Telephone Co. of Erie bonds.....	198,000
First mortgage 5% Union Telephone Co. of Erie bonds.....	439,600
First mortgage 6% New Castle Telephone Co. bonds.....	30,000
Bills payable.....	18,717
Receiver's certificates.....	25,000
Scrip.....	200
Vouchers payable.....	10,303
Toll coupons outstanding.....	420
Prepaid telephone rentals.....	131
Reserves for bond interest.....	110,499
Other reserves.....	14,557
5% bonds held in reserve.....	241,500
Surplus.....	187,120
Total.....	\$1,807,847

*Principal officers:* Receiver, T. A. Lamb; Acting Secretary and Treasurer, Henry R. Jeffs.

*Central offices:* Operates chiefly outside of State; the only central office within the State is located at Olean.

*Principal office:* 807 State street, Erie, Penna.

**The Walden Telephone Company**

*Organization:* Incorporated May 12, 1910, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Principal officers:* President and Treasurer, C. Fred Fowler; Vice-president, Joseph M. Fowler; Secretary, Anson J. Fowler.

*Central offices:* Villages of Montgomery and Walden.

*Principal office:* Walden.

**Walton Home Telephone Company**

*Organization:* Incorporated February 26, 1906, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Principal officers:* President, M. E. Combs; Secretary, A. L. Launt; Treasurer, J. A. Chambers.

*Central office:* Village of Walton.

*Principal office:* Walton.

**Walton People's Telephone Company**

*Organization:* Incorporated October 30, 1907, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Principal officers:* President, E. L. Jenks; Vice-president, W. J. Cranston; Secretary, A. G. Patterson; Treasurer, William R. Gladstone.

*Central office:* Village of Walton.

*Principal office:* Walton.

**Warwick Valley Telephone Company**

*Organization:* Incorporated January 16, 1902, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Principal officers:* President, G. H. Strong; Vice-president, W. C. Layear; Secretary and Treasurer, J. E. Barry.

*Central offices:* Village of Warwick; also Vernon, N. J.

*Principal office:* Warwick.

**Waterville Telephone Company**

*Organization:* Incorporated March 3, 1905, under the Transportation Corporations Law.

*Term of corporate existence:* Perpetual.

*Principal officers:* President, G. N. Bishopp; Vice-president, William S. Smith; Secretary and Treasurer, W. B. Bishopp.

*Central offices:* Village of Waterville and town of Marshall.

*Principal office:* Waterville.

**Wayne Telephone Company**

*Control by other corporation:* Majority of capital stock owned by New York Telephone Company.

*Organization:* Incorporated May 24, 1910, under the Transportation Corporations Law, amended certificate (verbal changes) filed August 27, 1910. On the following dates the companies named were merged into Wayne Telephone Company: June 4, 1910, The Wayne-Monroe Telephone Company, incorporated October 1, 1903, under the Transportation Corporations Law (term fifty years); June 4, 1910, Wayne County Telephone Company, incorporated July 26, 1902 (term fifty years), as a consolidation of The Wayne Telephone and Telegraph Company, incorporated December 17, 1895, under the Transportation Corporations Law (term fifty years); and the Lyons Telephone Company, incorporated March 27, 1899, under the Transportation Corporations Law (term fifty years); July 11, 1910, Newark Telephone Exchange, incorporated March 19, 1904, under the Transportation Corporations Law (term ninety-nine years). July 1, 1910, it leased New York Telephone Company's plant in Wayne county.

*Term of corporate existence:* Perpetual.

*Principal officers:* President, Albert Yeomans; Vice-president, H. P. McDonough; Secretary, S. C. Ormsbee; Treasurer, C. P. H. Vary.

*Central offices:* Villages of Clyde, Lyons, Macedon, Newark, Palmyra, Red Creek, and Wolcott; unincorporated villages of Huron, Marion, North Rose, Ontario, Sodus, Walworth, and Williamson.

*Principal office:* Newark.

**Western Sullivan Telephone and Telegraph Company**

*Organization:* Incorporated March 6, 1907, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Principal officers:* President, Jacob W. Keesler; Secretary, P. S. Hartman; Treasurer, J. C. Parr.

*Central office:* Unincorporated village of Callicoon.

*Principal office:* Callicoon.

**Westfield Telephone Company**

*Organization:* Incorporated August 19, 1897, under the Transportation Corporations Law.

*Term of corporate existence:* One hundred years.

*Principal officers:* President, M. D. Tennant; Vice-president, George H. Frost; Secretary and Treasurer, S. C. Crandall.

*Central office:* Village of Westfield.

*Principal office:* Westfield.

**The West Valley Telephone Company**

*Organization:* Incorporated September 29, 1905, under the Transportation Corporations Law.

*Term of corporate existence:* Fifty years.

*Principal officers:* President, J. C. Schumacher; Vice-president and Secretary, D. E. L. Fish; Treasurer, H. W. Kruse.

*Central office:* Switching done by the Federal Telephone & Telegraph Company at Springville.

*Principal office:* West Valley.

**York State Telephone Company**

*Control by other corporation:* Majority of capital stock owned by Friendship Telephone Company.

*Organization:* Incorporated September 23, 1901, under the Transportation Corporations Law. May 1, 1903, Bradford County Telephone Company, incorporated under the laws of the State of Pennsylvania, was merged into York State Telephone Company under the provisions of the laws of the State of Pennsylvania. Succeeded to the franchises and property of Elmira Telephone Company, incorporated December 1, 1897, under the Transportation Corporations Law, amended certificate (territory) filed June 11, 1901 (term one hundred years); and Binghamton Telephone Company, incorporated May 3, 1899, under the Transportation Corporations Law (term fifty years). W. W. Nicholson was appointed receiver of this company April 1, 1912.

*Term of corporate existence:* Fifty years.

*Principal officers:* President, H. C. Mandeville; Vice-president, H. F. Stevens; Secretary, S. C. Ormsbee; Treasurer, W. W. Nicholson.

*Central offices:* Cities of Elmira and Binghamton; villages of Endicott, Horseheads, and Lestershire.

*Principal office:* 211 Baldwin street, Elmira.



## PART II: INCHOATE AND DORMANT CORPORATIONS

The following statement gives for corporations organized to carry on a telegraph or telephone business, which have either not yet begun operations or have ceased operations without becoming defunct as a corporation, a brief abstract of the more important information shown in their annual reports or in the Commission's records. No attempt has been made to tabulate returns of inchoate and dormant corporations.

## TELEGRAPH CORPORATIONS

**Marconi Telegraph-Cable Company, Inc.**

*History:* A letter of the vice-president, John Bottomley, dated February 25, 1915, states that "none of the Marconi Telegraph-Cable companies have as yet commenced any business whatsoever, and in the State of New York this company does not own any wires whatsoever. In fact, it

owns nothing but some debts incurred in the incorporation of the company".

*Principal officers:* President, Edward J. Nally; Vice-president, John Bottomley; Secretary, Fred M. Sammis; Treasurer, George S. De Sousa.

*Principal office:* 42 Broad street, New York city.

## TELEPHONE CORPORATIONS

**Great Eastern Telephone Company**

*History:* Organized October 9, 1905, under the Transportation Corporations Law. Majority of capital stock owned by Great Eastern Telephone Company of South Dakota. A letter from the president, D. A. Reynolds, dated August 6, 1914, states "The Great Eastern Telephone Company was incorporated as a building and operating company in the utilization of certain franchise rights formerly granted to the New York Electric Lines Company for the old city of New York, and the New York & Eastern Telegraph & Telephone Company for the old city of Brooklyn, it being the purpose to finance the enterprise as a single proposition. The company's stock was made full paid by the transfer to it of certain patents, and the stock later sold at a price ranging between \$20 and \$30 a share, the proceeds of which were used in securing 107,000 contracts for its service, the perfecting of certain engineering plans, and the necessary expenses of maintenance. It made a contract with the New York Electric Lines Company for the necessary electric conductors for its system, but that company has been unable to fulfill its contract with the Great Eastern company because of protracted litigation. The contracts for service are more than seven years old, and of course valueless except to show a public demand; the engineering plans are more than five years old and will require a new survey because of the city development since the first survey was made; so that what the company possesses is of very doubtful value and must continue to remain so until the closing litigation on-behalf of the New York Electric Lines Company, which will enable it to re-finance and go forward with its enterprise. The company is, therefore, nothing more than a 'paper company,' with no assets of any description possessing the least market value."

Balance sheet December 31, 1914:

<i>Assets Side:</i>	
Accounts receivable.....	\$10,615
Office furniture.....	134
Corporate deficit.....	1,032,425
Total.....	\$1,043,175
<i>Liabilities Side:</i>	
Capital stock.....	\$980,900
Bills payable.....	5,100
Accounts payable.....	57,175
Total.....	\$1,043,175

As a result of various expenditures and adjustments the corporation's deficit was increased \$10,320 during 1914.

*Principal officers:* President, D. A. Reynolds; Vice-

president, M. B. Babcock; Secretary, William J. Lansley; Treasurer, M. E. Rippenhagen.

*Principal office:* 2 Rector street, New York city.

**New Rochelle and Westchester Telephone Company**

*History:* Organized in November, 1898, under the laws of New York.

Balance sheet December 31, 1914:

<i>Assets Side:</i>	
Fixed capital.....	\$10,000
Corporate deficit.....	183,535
Total.....	\$193,535
<i>Liabilities Side:</i>	
Common stock.....	\$150,000
Funded debt.....	*28,201
Bills payable.....	13,353
Matured interest, dividends, and rents unpaid.....	1,980
Total.....	\$193,535

\* Includes interest, amount not stated but apparently \$201.

This corporation is said to have done no business of any kind for a number of years. The intention of the company as regards future development is not stated.

*Principal officers:* President, Frederick Jones; Secretary and Treasurer, William Shirden.

*Principal office:* It is stated that the corporation "has no office". The address of the secretary and treasurer is 115 Broadway, New York city.

**New York Electric Lines Company**

*History:* Incorporated in 1882, under the laws of New York. "In April, 1883, it received a franchise from the Board of Aldermen of the City of New York, granting it the right to lay electrical conductors underground in the streets of said city. This franchise has been in almost continuous litigation ever since. An action is now pending on appeal in the Supreme Court, First Department, which will probably be argued during the present year." It appears that the books of accounts of this company covering the first years of its existence were destroyed by fire in 1892, and that since 1892 its affairs have been carried on under financial agreements, the general purport of which were to carry on the company, pay its expenses, and to conduct its work in litigation; and that consequently no books of accounts have been kept by the company.

*Principal officers:* President, Edwin M. Millard; Vice-president, Herman G. Loew; Secretary, Wayne W. Wilson; Treasurer, D. A. Reynolds.

*Main business office:* 2 Rector street, New York city.

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## TELEGRAPH AND CABLE CORPORATIONS

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The figures following the name give the order in which the corporation appears in the tables.

Adirondack, Lake George and Saratoga Telegraph Company.....	Tg 4	Postal Telegraph-Cable Company <sup>1</sup> .....	Tg 2
Great North Western Telegraph Company of Canada, The.....	Tg 3	Western Union Telegraph Company, The.....	Tg 1

<sup>1</sup> The Postal Telegraph-Cable Company is a New York state corporation whose report purports to show particulars of the telegraph property and operations of the Postal Telegraph system in New York state only.



TABLE 801: BALANCE SHEET, TELEGRAPH AND CABLE CORPORATIONS, DECEMBER 31, 1914

The figures given are for the corporation as a whole; they are not segregated according to state lines.  
The corporations are named in the order of their average revenues from telegraph and cable operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 253.

Line No.	Item	Western Union Telegraph Tg 1	Postal Telegraph-Cable <sup>4</sup> Tg 2	Great North Western Telegraph, Canada Tg 3	Adirondack, Lake George & Saratoga Telegraph Tg 4	Line No.
		<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Plant and equipment.....	143,768,934	700,000	104,655	90,000	1
2	Construction work in progress.....	1,977,860	.....	1,288	.....	2
3	Investment securities.....	12,809,398	.....	402,042	.....	3
4	Long term advances receivable.....	1,180,000	.....	.....	.....	4
5	Miscellaneous investments.....	.....	.....	12,501	.....	5
6	Cash and deposits.....	2,812,046	17,083	28,676	2,167	6
7	Employees' working funds.....	429,542	.....	.....	.....	7
8	Marketable securities.....	2,046,859	.....	.....	.....	8
9	Bills and accounts receivable.....	10,688,425	591,731	381,896	.....	9
10	Materials and supplies.....	2,273,699	181,374	20,086	.....	10
11	Accrued income not yet due.....	209,719	.....	.....	.....	11
12	Sinking and other reserve fund assets.....	192,900	.....	.....	.....	12
13	Prepayments.....	119,030	.....	.....	.....	13
14	Debt discount and other suspense.....	25,968	.....	.....	.....	14
15	Profit and loss, balance.....	.....	175,980	.....	.....	15
16	Total.....	178,534,380	1,666,169	1,011,143	92,167	16
17	Stock.....	1103,664,934	50,000	124,375	90,000	17
18	Long term debt.....	245,480,843	650,000	.....	.....	18
19	Working liabilities.....	2,537,862	849,534	518,500	.....	19
20	Accrued liabilities not yet due.....	2,371,850	.....	6,724	.....	20
21	Reserve for accrued depreciation.....	8,366,705	104,789	.....	.....	21
22	Reserve for amortization of intangible capital.....	11,312	.....	.....	.....	22
23	Other deferred credit items.....	2,568,951	11,846	42,386	.....	23
24	Profit and loss, balance.....	13,531,921	.....	319,159	2,167	24

<sup>1</sup> Includes \$3,878,175 outstanding capital stock of subsidiary companies operated under perpetual leases or terms equivalent thereto.

<sup>2</sup> Includes \$12,879,843 deferred non-interest bearing liability representing obligations to lessor companies for securities realized upon, less securities which the company is holding as trustee for these companies.

<sup>3</sup> Includes \$1,070,521 "Reserve for doubtful accounts," and \$1,000,000 "Liability for provident funds".

<sup>4</sup> The Postal Telegraph-Cable Company is a New York corporation whose report purports to show particulars of the telegraph properties of the Postal Telegraph system in New York state only.

<sup>5</sup> 5000 shares at par of \$100 have been issued on which \$50,000 has been paid in cash and \$75,000 has been credited to stockholders in lieu of dividends. 25 shares have been reacquired by the company at \$25 per share, making the net amount considered as the stockholders' investment \$124,375, or 25% of the total par value outstanding.

TABLE 802: INCOME AND CORPORATE SURPLUS OR DEFICIT ACCOUNTS, TELEGRAPH AND CABLE CORPORATIONS, YEAR ENDED DECEMBER 31, 1914

The figures given are for the corporation as a whole; they are not segregated according to state lines.  
Figures in *italics* denote losses during year and deficits.  
The corporations are named in the order of their average revenues from telegraph and cable operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 253.

Line No.	Item	Western Union Telegraph Tg 1	Postal Telegraph-Cable <sup>4</sup> Tg 2	Great North Western Telegraph, Canada Tg 3	Adirondack, Lake George & Saratoga Telegraph Tg 4	Line No.
		<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Telegraph and cable operating revenues.....	46,264,777	1,904,583	1,190,967	5,595	1
2	Telegraph and cable operating expenses.....	35,340,611	1,862,489	927,731	2,679	2
3	Net telegraph and cable operating revenues.....	10,924,166	42,095	263,236	2,915	3
4	Net other operating revenues.....	.....	.....	22,848	.....	4
5	Uncollectible operating revenues.....	384,623	3,129	1,005	.....	5
6	Taxes assignable to operations.....	1,176,000	28,657	19,229	210	6
7	Operating income.....	9,363,543	10,308	265,850	2,706	7
8	Non-operating income:					
9	Income from lease of plant.....	.....	.....	24,000	.....	8
10	Miscellaneous rent income.....	.....	.....	11,828	.....	9
11	Dividend income.....	1383,948	.....	1,425	.....	10
12	Interest income.....	628,855	.....	1,863	.....	11
13	Other non-operating income.....	9,808	.....	.....	.....	12
14	Total non-operating income.....	1,022,611	.....	39,115	.....	13
15	Gross income.....	10,386,154	.....	304,966	2,706	14
16	Deductions from gross income:					
17	Rent for lease of plant.....	3,387,910	34,054	229,546	.....	15
18	Miscellaneous rents.....	51,113	12,706	.....	.....	16
19	Interest on funded debt.....	1,520,093	26,000	.....	.....	17
20	Other interest deductions.....	5,472	.....	.....	.....	18
21	Other deductions from gross income.....	50,172	.....	7,286	.....	19
22	Total deductions from gross income.....	5,014,760	72,760	236,832	.....	20
23	Net income.....	5,371,395	62,452	68,134	2,706	21
24	Disposition of net income:					
25	Dividend appropriations of income.....	.....	.....	.....	1,350	22
26	Other appropriations of income.....	.....	.....	.....	220	23
27	Total charges to net income.....	.....	.....	.....	1,570	24
28	Income balance to profit and loss account.....	5,371,395	62,452	68,134	1,136	25
29	Profit and loss balance at beginning of year.....	9,705,792	113,629	249,066	1,784	26
30	Miscellaneous additions to surplus.....	23,492,419	.....	4,401	.....	27
31	Dividend appropriations of surplus.....	3,988,886	.....	.....	.....	28
32	Other deductions from surplus.....	1,048,798	.....	2,442	752	29
33	Profit and loss balance at close of year.....	13,531,921	175,980	319,159	2,167	30

<sup>1</sup> Includes \$9055 "Dividends on stocks held as lessee".

<sup>2</sup> Includes \$3,451,922 balance in the account known as "Other surplus reserved" which represented the cost of construction work in progress which had been previously charged to operating expenses.

<sup>3</sup> Includes \$1,000,000 depreciation accrued on ocean cable plant prior to December 31, 1913.

<sup>4</sup> The Postal Telegraph-Cable Company is a New York corporation whose report purports to show particulars of the telegraph property and operations of the Postal Telegraph system in New York state only.

TABLE 803: SECURITIES OWNED AND MISCELLANEOUS INVESTMENTS, TELEGRAPH AND CABLE CORPORATIONS, YEAR ENDED DECEMBER 31, 1914

The figures given are for the corporation as a whole; they are not segregated according to state lines.

Only those corporations are included which report items that appear in the Balance Sheet, Table 801, as "Investment securities," "Long term advances receivable," "Miscellaneous investments," and "Marketable securities".

The corporations are named in the order of their average revenues from telegraph and cable operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 253.

Corp. No.	Name of corporation and class of investment	Par value of securities held		Date of acquisition	Actual money cost	Book value	Income accrued during year	
		Pledged	Unpledged				Rate	Amount
<b>Tg 1</b>	<b>Western Union Telegraph:</b> <i>Securities of system corporations:</i>	<i>Dollars</i>	<i>Dollars</i>		<i>Dollars</i>	<i>Dollars</i>	<i>%</i>	<i>Dollars</i>
	<i>Stocks:</i>							
	American Telegraph and Cable Co.....		1,841,800	Various	1,565,333	1,163,633		
	Anglo-American Telegraph Co.....		6,370	Various	3,631	3,631	13.75	225
	Gold and Stock Telegraph Co.....	2,555,600		Various	2,683,380	2,683,380		
	International Ocean Telegraph Co.....	1,984,600		Various	1,982,476	1,982,476		
	International Telegraph Co. of Maine.....		90,100		33,669	33,669		
	Adirondack, Lake George and Saratoga Telegraph Co.....		55,050		18,550	18,550	1.5	826
	American District Telegraph Co. of New Jersey.....		7,845,813	Various	3,936,204	3,936,204	4	315,608
	Dominion Telegraph Co. of Canada.....		288,300	1881	311,364	311,364	1 6	17,010
	Great North Western Telegraph Co. of Canada.....		82,875		67,841	67,841		
	International News Ticker Co.....		25,000	Various	5,000	5,000		
	Martha's Vineyard Telegraph Co.....		5,000	1901	2,650	2,650	5	250
	Philadelphia Local Telegraph Co.....		50,000	Various	50,000	50,000	6	3,000
	Put-in-Bay Telegraph Co.....		830	1883	1,000	1,000	5	41
	Stock Quotation Telegraph Co.....		500,000	Various	550,000	550,000	27.5	37,500
	<i>Securities of other corporations:</i>							
	<i>Miscellaneous securities:</i>							
	American Telephone and Telegraph Co. note.....		2,000,000	1909	2,000,000	2,000,000	4.5	90,000
	Income from securities disposed of during year.....							150
	<i>Marketable securities:</i>							
	American Products Co.....					90		
	Brothers Valley Coal Co. common.....					30		
	Brothers Valley Coal Co. preferred.....					21		
	Camp & Hinton Co. trustee's certificates.....					660		
	Case Crane Eng. Co.....					4		
	Chamber of Commerce, Portland, Oregon.....					1		
	Chamber of Commerce Realty Co.....					500		
	Chicago Title Trust Co. tr. certf.....					144		
	Cleveland Athletic Association.....					100		
	Consolidated Telegraph Co. fractional serip.....					6		
	Detroit Rock Salt Co.....					150		
	First-Second National Bank of Pittsburgh.....					5,151		
	Income Property Co.....					400		20
	Kansas City North Western R.R. Co.....					1		
	Miami Telephone Co.....					25		
	Marquardt and Co., H.....					354		
	National Fair and Exposition Association.....					10		
	Bureau of National Literature, fractional serip.....					4		
	New York City one-year corporation stock notes.....					884,600		13,702
	New York City two-year revenue bonds.....					262,000		4,061
	New York City three-year revenue bonds.....					354,000		5,487
	New York Times Co.....					42,000		2,520
	Pennsylvania Railroad bonds.....					490,059		3,354
	Philadelphia Bourse common.....					90		} 15
	Philadelphia Bourse preferred.....					75		
	Simpson Crawford Co.....					161		
	Southern Iron and Steel Co. stock transfer certificate.....					20		
	Southern Iron and Steel Co. bond transfer certificate.....					50		
	Savannah Cotton Exchange.....					100		
	United Button Co. 5% income bond.....					10		
	United Button Co. stock transfer certificate.....					10		
	United States Rail Co. preferred.....					232		23
	West Helena Consolidated Co.....					475		
	Defaulted employees stock subscription.....					5,135		246
	S. T. Williams Staff, Inc.....					290		
	Panama Pacific Exposition.....					500		
	Long term advances receivable.....					1,180,000		
	Totals.....					16,036,256		494,038
<b>Tg 3</b>	<b>Great North Western Telegraph, Canada:</b> <i>Securities of other than system corporations:</i>							
	Dominion Messenger and Signal Co.....		12,500	1904		12,500	12	1,425
	Toronto Hotel Co.....		1,500	1900		1		
	<i>Miscellaneous investments:</i> <sup>1</sup>							
	Montreal Telegraph Co.....					263,541		
	Dominion Telegraph Co.....					4,614		
	Dominion Telegraph Co. bond account.....					193,887		
	Totals.....					474,543		1,425
	Grand totals.....					16,510,799		504,518

<sup>1</sup> Less income tax.

<sup>2</sup> Includes a special dividend of 1½ per cent.

<sup>3</sup> Leasehold interests which are being amortized.



TABLE 805 a: LONG TERM DEBT, TELEGRAPH AND CABLE CORPORATIONS, YEAR ENDED DECEMBER 31, 1914

The figures given are for the actually outstanding debt (i. e. securities not held by or for the issuing corporation) of the corporation as a whole; they are not segregated according to state lines. Only those corporations are included which report long term debt outstanding at some time during the year.  
 The amount shown under "Par value authorized" is the amount already legally issued and outstanding in addition to the amount which the respondent claims may be issued without further approval by state or other public authority.  
 The corporations are named in the order of their average revenues from telegraph and cable operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 253.

Corp. No.	Name of corporation and designation of securities	Amount of mortgage	Interest provisions		Par value		Interest	
			Rate	Dates payable	Authorized	Actually outstanding at close of year	Accrued during year	Matured and unpaid at close of year
Tg 1	<b>Western Union Telegraph:</b> <i>Mortgage bonds:</i> Funding and real estate..... Mutual Union Telegraph Co..... Northwestern Telegraph Co..... <i>Collateral trust bonds:</i> Collateral trust..... <i>Debentures, plain bonds, and promissory notes:</i> Gold and Stock Telegraph Co..... Totals.....	Dollars 20,000,000 ..... ..... ..... 8,745,000 ..... .....	% 4.5 5 4.5 5 4.5 .....	May & Nov May & Nov Jan & Jul Jan & Jul May & Nov .....	Dollars 20,000,000 5,000,000 1,500,000 30,000,000 500,000 .....	Dollars 20,000,000 1,837,000 97,500 8,744,000 500,000 32,601,000	Dollars 900,000 93,400 67,500 437,243 22,500 1,520,093	Dollars 17,483 310 33,840 222,517 ..... 274,150
Tg 2	<b>Postal Telegraph-Cable:</b> <i>Mortgage bonds:</i> Commercial Cable Co..... Grand totals.....	650,000 ..... .....	4 ..... .....	J, A, J, O ..... .....	650,000 ..... 33,251,000	650,000 ..... 33,251,000	26,000 ..... 1,546,764	26,000 ..... 274,150

<sup>1</sup> The Postal Telegraph-Cable Company is a New York corporation whose report purports to show particulars of the telegraph property and operations of the Postal Telegraph system in New York state only.

TABLE 805 b: LONG TERM DEBT ISSUED OR ASSUMED, TELEGRAPH AND CABLE CORPORATIONS, YEAR ENDED DECEMBER 31, 1914

No corporation in this group reports any long term debt issued or assumed during the year.

TABLE 806 a: CAPITAL STOCKS, TELEGRAPH AND CABLE CORPORATIONS, YEAR ENDED DECEMBER 31, 1914

The figures given are for the actually outstanding capital stocks (i. e. stocks not held by or for the issuing corporation) of the corporation as a whole; they are not segregated according to state lines.  
 The amount shown under "Par value authorized" is the amount already legally issued and outstanding in addition to the amount which the respondent claims may be issued without further approval by state or other public authority.  
 Stock not otherwise specifically described is common.  
 The corporations are named in the order of their average revenues from telegraph and cable operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 253.

Corp. No.	Name of corporation and class of stock	Par value			Dividends declared during year	
		Authorized	Actually issued	Actually outstanding at close of year	Rate	Amount
Tg 1	Western Union Telegraph.....	Dollars 100,000,000	Dollars 99,817,100	Dollars 99,786,759	% 4	Dollars 3,988,886
Tg 2	Postal Telegraph-Cable <sup>1</sup> .....	50,000	50,000	50,000	.....	.....
Tg 3	Great North Western Telegraph, Canada.....	2.....	500,000	<sup>2</sup> 497,500	.....	.....
Tg 4	Adirondack, Lake George and Saratoga Telegraph.....	90,000	90,000	90,000	1.5	1,350
Totals	.....	.....	100,457,100	100,424,259	.....	3,990,236

<sup>1</sup> The Postal Telegraph-Cable Company is a New York corporation whose report purports to show particulars of the telegraph property and operations of the Postal Telegraph system in New York state only.

<sup>2</sup> Canadian corporation; securities not authorized by any public authority of the State of New York.

TABLE 806 b: CAPITAL STOCKS ISSUED, TELEGRAPH AND CABLE CORPORATIONS, YEAR ENDED DECEMBER 31, 1914

No corporation in this group reports any capital stocks issued during the year.

TABLE 809: OPERATING REVENUES, TELEGRAPH AND CABLE CORPORATIONS, YEAR ENDED DECEMBER 31, 1914

The figures given are for the corporation as a whole; they are not segregated according to state lines.

Figures in *italics* denote *losses*.

The corporations are named in the order of their average revenues from telegraph and cable operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 253.

Line No.	Name of account	Western Union Telegraph Tg 1	Postal Telegraph-Cable <sup>1</sup> Tg 2	Great North Western Telegraph, Canada Tg 3	Adirondack, Lake George & Saratoga Telegraph Tg 4	Line No.
	<i>Revenues from transmission, telegraph:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Commercial telegraph tolls.....	33,161,778	1,455,850	830,080	.....	1
2	Telegraph tolls on cable messages.....	1,622,455	45,548	93,590	5,595	2
3	Government telegraph tolls.....	235,577	2,382	.....	.....	3
4	Press telegraph tolls.....	1,797,608	116,812	88,936	.....	4
5	Money transfer tolls.....	338,310	10,108	<sup>2</sup> 16,995	.....	5
6	Stock and commercial news revenues.....	1,388,469	2,069	93,491	.....	6
7	Other telegraph transmission revenues.....	803	39,367	16,290	.....	7
8	Telephone transmission tolls, Dr.....	<i>255,531</i>	981	.....	.....	8
9	Total revenues from transmission, telegraph.....	38,289,469	1,673,117	1,139,383	5,595	9
	<i>Revenues from transmission, cable:</i>					
10	Commercial cable tolls.....	5,913,241	.....	.....	.....	10
11	Press cable tolls.....	525,154	.....	.....	.....	11
12	Total revenues from transmission, cable.....	6,438,395	.....	.....	.....	12
	<i>Revenues from operations other than transmission:</i>					
13	Rents from leased wires.....	1,220,264	69,834	51,431	.....	13
14	Rents from other operated property.....	336,231	9,586	.....	.....	14
15	Money transfer premiums.....	216,922	6,128	<sup>2</sup> .....	.....	15
16	Messenger service revenues.....	531,635	143,611	.....	.....	16
17	Time service revenues.....	378,128	.....	153	.....	17
18	Other non-transmission revenues.....	58,249	2,308	.....	.....	18
19	Total revenues from operations other than transmission.....	2,741,428	231,467	51,584	.....	19
	<i>Contract payments to transportation companies:</i>					
20	Contract revenues, Dr.....	<i>1,204,516</i>	.....	.....	.....	20
21	Total operating revenues.....	46,264,777	1,904,583	1,190,967	5,595	21

<sup>1</sup> The Postal Telegraph-Cable Company is a New York corporation whose report purports to show particulars of the telegraph property and operations of the Postal Telegraph system in New York state only.

<sup>2</sup> Revenue from "Money transfer premiums" included with revenue from "Money transfer tolls".

TABLE 810: OPERATING EXPENSES, TELEGRAPH AND CABLE CORPORATIONS, YEAR ENDED DECEMBER 31, 1914

The figures given are for the corporation as a whole; they are not segregated according to state lines.

Figures in *italics* denote *credits*.

The corporations are named in the order of their average revenues from telegraph and cable operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 253.

Line No.	Name of account	Western Union Telegraph Tg 1	Postal Telegraph-Cable <sup>1</sup> Tg 2	Great North Western Telegraph, Canada Tg 3	Adirondack, Lake George & Saratoga Telegraph Tg 4	Line No.
	<i>Maintenance:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Supervision of maintenance.....	625,095	3,803	.....	.....	1
2	Repairs of office equipment.....	921,911	14,179	3,202	.....	2
3	Repairs of aerial plant.....	2,443,248	189,612	.....	.....	3
4	Repairs of underground plant.....	98,880	33,947	179,996	.....	4
5	Repairs of ocean cable lines.....	376,000	.....	.....	.....	5
6	Repairs of buildings and grounds.....	30,264	.....	3,593	.....	6
7	Testing and regulating.....	1,044,303	42,870	.....	.....	7
8	Minor rents for property.....	339,168	.....	2,947	368	8
9	Depreciation of plant and equipment.....	3,500,000	35,000	.....	.....	9
10	Other maintenance expenses.....	98,321	1,251	4,048	644	10
11	Total maintenance expenses.....	9,477,188	320,663	193,786	1,012	11
	<i>Conducting operations:</i>					
12	Supervision of operations.....	2,803,573	211,864	.....	300	12
13	Operators.....	10,228,777	487,560	233,732	545	13
14	Telegraph and cable office clerks.....	2,530,620	210,461	125,416	.....	14
15	Messenger service expenses.....	2,826,166	282,835	94,206	.....	15
16	Operating power.....	510,740	6,044	18,046	.....	16
17	Rents of telegraph and cable offices.....	1,736,672	186,368	24,579	.....	17
18	Telegraph and cable office stationery and printing.....	743,049	28,550	36,262	.....	18
19	Operators' schooling.....	38,642	.....	.....	.....	19
20	Rest and lunch rooms.....	15,059	.....	.....	.....	20
21	Miscellaneous telegraph and cable office expenses.....	974,550	21,879	27,790	.....	21
22	Obtaining stock and commercial news.....	180,568	830	6,905	.....	22
23	Telephone company service.....	665,950	15,027	4,245	.....	23
24	Commissions.....	409,108	14,489	93,960	.....	24
25	Advertising and soliciting.....	303,918	48	.....	.....	25
26	Traffic damages.....	198,285	1,743	.....	.....	26
27	Other conducting operations expenses.....	32,698	26,287	.....	83	27
28	Total conducting operations expenses.....	24,198,375	1,493,987	665,141	928	28
	<i>General and miscellaneous:</i>					
29	Salaries of general officers.....	99,770	6,089	.....	540	29
30	Salaries of general office clerks.....	492,244	7,485	43,472	120	30
31	Expenses of general officers and clerks.....	28,019	871	4,092	46	31
32	General stationery and printing.....	38,592	.....	.....	33	32
33	Other general office supplies and expenses.....	67,875	18,001	.....	.....	33
34	General law expenses.....	114,420	3,164	1,696	.....	34
35	Insurance.....	26,360	959	1,844	.....	35
36	Accidents and damages.....	64,626	988	2,838	.....	36
37	Law expenses connected with damages.....	171,524	2,592	.....	.....	37
38	Relief department and pensions.....	494,602	7,689	4,905	.....	38
39	Valuation expenses.....	18,300	.....	.....	.....	39
40	Amortization of franchises and patents.....	11,497	.....	.....	.....	40
41	Other general expenses.....	37,219	.....	9,956	.....	41
42	Total general and miscellaneous expenses.....	1,665,047	47,839	68,804	740	42
43	Total operating expenses.....	35,340,611	1,862,489	927,731	2,679	43

<sup>1</sup> The Postal Telegraph-Cable Company is a New York corporation whose report purports to show particulars of the telegraph property and operations

of the Postal Telegraph system in New York state only.





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## TELEPHONE CORPORATIONS (CLASSES A AND B)

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Telephone Corporations of Classes A and B are those whose operating revenues for the three years preceding that covered by the latest annual report to the Commission have averaged over \$50,000 per annum. The figures following the name give the order in which the corporation appears in the tables.

Albany Home Telephone Company.....	T 17	Home Telephone Company of Jamestown, N. Y., The.....	T 13
Allegany County Telephone Company.....	T 15	Mountain Home Telephone Company.....	T 5
American Telephone and Telegraph Company.....	T 2	New York Telephone Company.....	T 1
Black River Telephone Company.....	T 11	Orange County Telephone Company, The.....	T 14
Commercial Union Telephone Company.....	T 7	Otsego and Delaware Telephone Company.....	T 10
Federal Telephone & Telegraph Company.....	T 3	Rochester Telephone Company.....	T 4
Friendship Telephone Company <sup>1</sup> .....	T 16	Wayne Telephone Company.....	T 8
Glen Telephone Company.....	T 6	York State Telephone Company.....	T 9
Granville Telephone Company.....	T 12		

Returns not tabulated; see Historical and Explanatory Statement.

Union Telephone Company of Erie, Penna.

<sup>1</sup> This corporation, while having revenues from telephone operations of less than \$50,000 per annum, is required, because of the importance of its operations as a holding company, to render its annual report on the form provided for telephone corporations of Classes A and B, being similarly classified in these tabulations.

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## INCHOATE AND DORMANT TELEPHONE CORPORATIONS (CLASSES A AND B)

Returns not tabulated; see Historical and Explanatory Statement.

Great Eastern Telephone Company	New York Electric Lines Company
New Rochelle and Westchester Telephone Company	



TABLE 701: BALANCE SHEET, TELEPHONE

The figures are given for the corporation as a whole; they are not segregated according to state lines.

The corporations are named in the order of their average revenues from telephone operations during the year ended December 31, 1914; for their names in

L.No.	New York Tel. T 1	American T. & T. T 2	Federal T. & T. T 3	Rochester Tel. T 4	Mountain Home Tel. T 5	Glen Tel. T 6	Commercial Union Tel. <sup>a</sup> T 7	Wayne Tel. T 8	York State Tel. T 9	Otsego & Delaware Tel. T 10	L.No.
	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	149,166,323	64,210,457	14,854,736	2,095,134	1,590,940	554,096	1,271,808	396,539	1,573,106	326,836	1
2	1,911,493	679,370	140,025	.....	.....	6	.....	33,444	.....	25,782	2
3	82,722,308	436,023,208	73,229	61,780	.....	.....	.....	.....	70,000	.....	3
4	9,701,519	52,006,200	.....	.....	.....	.....	.....	.....	.....	.....	4
5	499,950	15,750	11,350	.....	.....	.....	.....	.....	.....	.....	5
6	2,741,778	36,266,757	116,431	21,581	12,267	7,782	79,520	6,128	81,330	8,764	6
7	203,445	3,610,011	3,160	.....	3,659	250	.....	700	2,000	660	7
8	4,057,827	34,130,873	356,531	98,294	21,881	22,685	656,659	8,542	10,853	9,713	8
9	811,554	61,811	280,267	36,045	42,822	18,450	6,732	12,241	8,654	21,318	9
10	.....	.....	.....	734,070	.....	.....	.....	.....	.....	130,000	10
11	1,421,895	1,002,486	.....	.....	11	.....	.....	.....	.....	.....	11
12	82,658	.....	.....	6,348	.....	.....	.....	.....	.....	.....	12
13	472,713	307,823	262,560	12,121	2,295	395	307	678	342	94	13
14	5,942	302,248	60,052	.....	.....	.....	.....	.....	.....	.....	14
15	.....	.....	.....	6,706	204,461	.....	.....	.....	.....	864	15
16	253,799,404	628,616,994	16,158,342	2,372,077	1,878,328	603,652	2,015,027	458,272	1,746,284	524,031	16
17	125,000,000	348,013,623	7,970,051	489,400	679,200	390,000	742,350	145,850	864,000	510,000	17
18	74,018,315	161,505,000	6,360,000	1,141,790	999,250	200,000	908,000	263,000	683,000	.....	18
19	1,746,672	16,161,970	465,730	65,047	77,285	23,500	65,533	10,393	121,286	2,439	19
20	2,396,666	10,493,814	181,231	14,389	15,062	13,000	3,434	4,392	3,987	3,571	20
21	25,155,683	12,398,673	287,370	331,419	107,531	37,640	89,402	12,021	4,833	2,275	21
22	343,229	407,374	.....	.....	.....	.....	.....	.....	.....	.....	22
23	12,000,000	12,027,750	6,276	.....	.....	.....	.....	6,414	.....	5,745	23
24	4,007,529	15,004,652	831,566	324,031	.....	.....	.....	.....	.....	.....	24
25	19,131,311	62,604,137	56,117	.....	.....	29,512	145,349	17,160	69,178	.....	25

<sup>1</sup> "Liability on account of provident funds."

<sup>2</sup> Includes \$3,997,953 "Reserve for contingencies".

<sup>3</sup> "Reserve for contingencies."

<sup>4</sup> Includes \$2,000,000 representing valuation of contract with Consolidated Telephone Company.

<sup>5</sup> Includes \$250,000 notes issued to Automatic Electric Company in accordance with contract against which invoices for apparatus have not yet been credited.

<sup>6</sup> "Reserve for renewals and replacements," created pursuant to agreement with Public Service Commission.

<sup>7</sup> "Unmatured coupons surrendered from general mortgage bonds for year 1915."

<sup>8</sup> Balance sheet as of October 30, 1914; see Historical and Explanatory Statement.

<sup>9</sup> Stock subscription due from the New York Telephone Company.

TABLE 702: INCOME AND CORPORATE SURPLUS OR DEFICIT ACCOUNTS

The figures given are for the corporation as a whole; they are not segregated according to state lines. Figures in *italics* denote losses during year and deficits. The corporations are named in the order of their average revenues from telephone operations during the year ended December 31, 1914; for their names in

L.No.	New York Tel. T 1	American T. & T. T 2	Federal T. & T. T 3	Rochester Tel. T 4	Mountain Home Tel. T 5	Glen Tel. T 6	Commercial Union Tel. <sup>a</sup> T 7	Wayne Tel. T 8	York State Tel. T 9	Otsego & Delaware Tel. T 10	L.No.
	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	45,411,756	21,203,815	1,182,066	474,396	300,560	178,931	115,121	115,623	112,233	94,414	1
2	30,506,317	9,901,674	697,824	295,084	289,139	135,528	94,090	88,164	75,401	78,391	2
3	14,905,439	11,302,140	484,242	179,312	11,421	43,403	21,032	27,459	36,832	16,022	3
4	10,228	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
5	216,650	103,410	57	3,744	1,795	1,042	.....	1,091	275	1,089	5
6	2,494,769	1,427,680	48,417	16,914	22,950	7,061	6,000	4,800	3,425	5,400	6
7	12,183,792	9,771,050	435,769	158,654	13,324	35,299	15,032	21,568	33,132	9,533	7
8	4,261	.....	160	377	396	33	.....	.....	.....	420	8
9	432,797	28,512	180	482	955	274	1,375	.....	80	.....	9
10	4,227,945	25,638,205	20,331	4,000	.....	.....	.....	.....	.....	.....	10
11	1,309,347	5,896,984	8,920	3,893	67	23	11,220	51	3,718	.....	11
12	7,313	50	3,075	636	3	5	.....	46	.....	.....	12
13	188,477	269	1,142	93	.....	161	.....	.....	.....	.....	13
14	5,793,186	31,563,483	31,523	9,295	1,421	174	12,595	97	3,798	420	14
15	17,976,977	41,334,532	467,292	167,950	11,903	35,474	27,627	21,665	36,930	9,953	15
16	16,500	.....	10,452	.....	.....	180	.....	.....	.....	324	16
17	1,643,262	672,474	1,777	27,607	16,068	1,591	440	5,428	2,648	4,305	17
18	3,405,921	6,970,182	324,166	53,523	51,106	12,000	23,068	.....	34,150	.....	18
19	54,277	1,258,712	7,134	2,850	1,697	576	3,548	12,677	.....	.....	19
20	144,879	298,350	1,650	.....	.....	.....	.....	.....	.....	.....	20
21	5,264,840	8,999,718	345,180	83,980	68,871	14,346	27,056	18,106	36,798	4,629	21
22	12,712,138	32,334,814	122,112	83,969	80,774	21,127	571	3,559	132	5,324	22
23	10,000,000	27,572,675	25,092	.....	.....	18,000	.....	2,917	.....	.....	23
24	3,050	2,500,000	.....	.....	.....	87	.....	.....	.....	.....	24
25	10,003,050	30,072,675	25,092	.....	.....	18,087	.....	2,917	.....	.....	25
26	2,709,088	2,262,139	97,020	83,769	80,774	3,041	571	642	132	5,324	26
27	16,415,769	60,341,594	831,566	2,476	114,611	27,581	151,179	16,590	72,186	6,280	27
28	43,791	3,769	18,811	7,041	.....	336	791	.....	79	91	28
29	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	29
30	11,446	.....	.....	.....	.....	.....	.....	.....	3,109	.....	30
31	25,892	3,366	891,280	100,192	9,076	1,445	7,192	73	111	.....	31
32	19,131,311	62,604,137	56,117	6,706	204,461	29,512	145,349	17,160	69,178	864	32

<sup>1</sup> Includes \$113,391 "Amortization on landed capital".

<sup>2</sup> Includes \$74,159 "Amortization on landed capital".

<sup>3</sup> "Appropriations to reserve for contingencies."

<sup>4</sup> Includes \$831,556 transferred to "Reserve for renewals and replacements" pursuant to agreement with Public Service Commission.

<sup>5</sup> Includes \$99,443 "Invested in fixed capital during the year 1914".

<sup>6</sup> Income account covers period January 1 to October 30, 1914; see Historical and Explanatory Statement.

## CORPORATIONS (CLASSES A AND B), DECEMBER 31, 1914

alphabetic order and their ranking on the basis of operating revenues see page 259.

L.No.	Item	Black River Tel. T 11	Granville Tel. T 12	Home Tel., Jamestown T 13	Orange County Tel. T 14	Allegany County Tel. T 15	Friendship Tel. T 16	Albany Home Tel.* T 17	L.No.
		<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Fixed capital.....	299,501	267,665	504,660	145,556	169,889	15,661	753,611	1
2	Construction work in progress.....	2,003			465	912	1,304		2
3	Investment securities.....				27,755		3,843,559		3
4	Advances to system corporations for construction, etc.....								4
5	Miscellaneous investments.....				3,770				5
6	Cash and deposit.....	2,970	573	5,111	981	349	4,754	2,366	6
7	Working funds and marketable securities.....	392	2,513			530	7,350		7
8	Bills and accounts receivable.....	8,838	10,156	11,518	9,473	9,225	181,799	877	8
9	Materials and supplies.....	11,038	15,099	10,053	6,586	13,593	1,845	24,277	9
10	Other current assets.....			1,054					10
11	Accrued income not due.....						409,040		11
12	Sinking and other reserve fund assets.....								12
13	Prepayments.....	1,198	711			245		395	13
14	Debt discount and other suspense.....	525		482			11,680		14
15	Corporate deficit.....							35,655	15
16	Total.....	326,465	296,717	532,879	194,587	194,743	4,476,992	817,211	16
17	Stock.....	130,000	180,700	200,000	30,100	101,200	1,000,000	385,800	17
18	Long term debt.....	138,500	30,000	200,000	27,500	55,000		302,500	18
19	Working liabilities.....	7,653	71,127	48,027	24,052	5,301	3,397,931	98,815	19
20	Accrued liabilities not due.....	2,984	1,918			1,911	8,679	10,064	20
21	Reserve for accrued depreciation.....	25,302	8,406	50,000	18,027	17,585		20,033	21
22	Reserve for amortization of intangible capital.....								22
23	Other deferred credit items.....		189		3,000	3,205	4,260		23
24	Appropriated surplus.....								24
25	Corporate surplus unappropriated.....	22,025	4,376	34,852	91,909	10,541	66,122		25

\* Balance sheet as of October 30, 1914; see Historical and Explanatory Statement.

## TELEPHONE CORPORATIONS (CLASSES A AND B), YEAR ENDED DECEMBER 31, 1914

in alphabetic order and their ranking on the basis of operating revenues see page 259.

L.No.	Item	Black River Tel. T 11	Granville Tel. T 12	Home Tel., Jamestown T 13	Orange County Tel. T 14	Allegany County Tel. T 15	Friendship Tel. T 16	Albany Home Tel.* T 17	L.No.
		<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Telephone operating revenues.....	92,255	74,034	72,108	64,392	57,042	3,983	1,574	1
2	Telephone operating expenses.....	60,120	57,307	46,057	50,991	48,133	3,247	14,594	2
3	Net telephone operating revenues.....	32,135	16,727	26,051	13,401	8,909	736	13,020	3
4	Net other operating revenues.....								4
5	Uncollectible operating revenues.....	1,930	1,261	1,366	423	504	46		5
6	Taxes assignable to operations.....	4,020	2,801	4,367	1,558	2,580	150	4,050	6
7	Operating income.....	26,185	12,664	20,318	11,419	5,825	540	17,070	7
8	Non-operating revenues:								8
9	Rent revenues from lease of telephone plant.....								9
10	Miscellaneous rent revenues.....		72						10
11	Dividend revenues.....			148	1,316	24	355,045	1,035	11
12	Interest revenues.....		14	158	96	27	9,378		12
13	Other non-operating revenues.....			77	421		48,710		13
14	Non-operating revenue deductions.....								14
15	Total non-operating income.....		86	229	991	50	315,713	1,035	15
16	Gross income.....	26,185	12,751	20,547	12,410	5,875	316,253	16,035	16
17	Deductions from gross income:								17
18	Rent deductions for lease of telephone plant.....				30				18
19	Other rent deductions.....	3,736	4,387	160	445	2,380	1,864		19
20	Interest deductions for funded debt.....	6,679	1,487	10,000	1,192			15,125	20
21	Other interest deductions.....	196	4,057	1,903	646	2,658	292,834	3,952	21
22	Other deductions from gross income.....	245						502	22
23	Total deductions from gross income.....	10,856	9,931	12,063	2,313	5,038	294,698	19,579	23
24	Net income.....	15,329	2,819	8,484	10,097	837	21,555	35,614	24
25	Disposition of net income:								25
26	Dividend appropriations of income.....				3,306				26
27	Other appropriations of income.....				2,734				27
28	Total charges to net income.....				6,040				28
29	Income balance to corporate surplus or deficit.....	15,329	2,819	8,484	4,056	837	21,555	35,614	29
30	Surplus or deficit at beginning of year.....	14,755	1,557	76,368	89,148	10,616	44,765	447	30
31	Miscellaneous additions to surplus.....	238			12	33	798	78	31
32	Dividend appropriations of surplus.....	7,800							32
33	Realized depreciation not covered by reserves.....					107	264		33
34	Other deductions from surplus.....	496		50,000	1,307	839	732	566	34
35	Surplus or deficit at close of period.....	22,025	4,376	34,852	91,909	10,541	66,122	35,655	35

\* Income account covers period January 1 to October 30, 1914; see Historical and Explanatory Statement.

† There has been deducted from the actual accruals during the year on funded

debt \$13, described as "Unexpended balance in hands of trustee applied in payment for period November 31, 1913, to May 1, 1914".

\* Appropriation to reserve for accrued depreciation.



TABLE 703: SECURITIES OWNED AND MISCELLANEOUS INVESTMENTS, TELEPHONE CORPORATIONS (CLASSES A AND B), YEAR ENDED DECEMBER 31, 1914

The figures given are for the corporation as a whole; they are not segregated according to state lines.  
 Only those corporations are included which report items that appear in the Balance Sheet, Table 701, as "Investment securities," "Advances to system corporations," or "Miscellaneous investments".  
 The corporations are named in the order of their average revenues from telephone operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 259.

Corp. No.	Name of corporation and class of investment	Par value of securities held		Date of acquisition	Actual money cost	Book value	Income accrued during year	
		Pledged	Unpledged				Rate	Amount
T 1	New York Telephone: <i>Securities of system corporations:</i>	Dollars	Dollars		Dollars	Dollars	%	Dollars
	<i>Stocks:</i>							
	Alexandria Bay Telephone Co.		3,050	1913	3,050	3,050		
	Allegheny County Telephone Co.		93,800	1913	94,054	94,054		
	Bell Telephone Co. of Pennsylvania.	59,851,000	7,500	1909-1914	63,724,489	59,861,137		3,591,510
	Black River Telephone Co.		65,000	1913	65,000	65,000		2,925
	Cattaraugus Union Telephone Co.		25,000	1913	6,250	6,250		
	Cayuga Southern Telephone Co.		10,000	1913				
	Chesapeake and Potomac Telephone Co.	5,000,000		1912, 1913	6,000,000	6,000,000		400,000
	Electrical Securities and Construction Co.		2,000	1910	1,000,000	1,000,000		
	Empire City Subway Co. Ltd.	4,769,500	2,500	1896-1914	4,772,000	4,772,000		233,141
	Friendship Telephone Co.		700	1910	1,000,000	1,000,000		
	Granville Telephone Co.		87,800	1913	59,323	59,323		
	Mountain Home Telephone Co.	596,000	10,000	1913, 1914	606,000	606,000		
	Otsego and Delaware Telephone Co.		502,400	1913	502,400	502,400		
	Schenectady, Delanson and Esperance Telephone Co.		1,500	1913	2,100	2,100		
	Sherburne Telephone Co.		6,875	1913	8,250	8,250		369
	Wayne Telephone Co.		101,050	1913	91,060	91,060		
	<i>Bonds:</i>							
	Black River Telephone Co.		55,000	1913	55,000	55,000	5	2,750
	Cattaraugus Union Telephone Co.		18,500	1913	17,251	17,251	6	1,110
	Clinton Telephone Co.		6,500	1913	6,500	6,500	6	390
	Commercial Union Telephone Co.		338,500	1914	338,500	338,500		
	Consolidated Telephone and Electrical Subway Co.:							
	Telephone and Telegraph, first mortgage 1940.	1,125,000		1896	1,012,500	1,125,000	6	67,500
	Telephone and Telegraph, second mortgage 1940.	1,125,000		1910	1,125,000	1,125,000	6	67,500
	Empire City Subway Co. Ltd. first mortgage 1942.	4,690,000		1896-1914	4,690,000	4,690,000	6	281,400
	Empire City Subway Co. Ltd. second mortgage 1942.	82,000		1910	82,000	82,000	6	4,920
	Mountain Home Telephone Co.	758,100		1913	758,100	758,100	5	37,905
	New Union Telephone Co.		104,500	1914	104,500	104,500		
	Norwood Telephone Co.		4,250	1913	4,250	4,250	6	255
	Rensselaer Telephone and Telegraph Co.		240,000	1914	240,000	240,000		
	Saratoga Telephone and Telegraph Co.		102,000	1914	102,000	102,000		
	<i>Securities of other corporations:</i>							
	<i>Stocks:</i>							
	Hennebique Construction Co.		91	1913		1		
	Keystone Clay and Reduction Co.		10	1913		1		
	National Fair and Exposition Association		450	1914		1		
	Simpson Crawford Corporation		1,083	1914		478		
	Stephen T. Williams and Staff, Inc.		302	1913		1		
	Woodhouse Silk Co.		100	1913		1		
	<i>Bonds:</i>							
	Tuscarora Club of Lockport, N. Y., 1931.		100	1912	100	100	5	7
	<i>Advances to system corporations:</i>							
	Allegheny County Telephone Co.					40,000	5 & 6	2,033
	Cattaraugus Union Telephone Co.					6,000	5 & 6	305
	Cayuga Southern Telephone Co.					25,919	5 & 6	1,318
	Chesapeake and Potomac Telephone Co.					6,200,000	5 & 5 1/2	441,775
	Electrical Securities and Construction Co.					800,000	5	45,417
	Friendship Telephone Co.					2,375,000	5 & 6	255,715
	Granville Telephone Co.					20,000	5 & 6	1,017
	Sherburne Telephone Co.					4,600	5 & 6	234
	Wayne Telephone Co.					230,000	5 & 6	11,567
	Income from advances repaid during year.							10,774
	<i>Miscellaneous investments:</i>							
	Land, Observer St., Rockville Center, L. I.				238	238		138
	Land, Abbott and Belmont Sts., Tonawanda, N. Y.				1,987	1,987		
	Land and buildings, 138-142 Spring St., New York city.				158,972	158,972		111,256
	Land and buildings, Lefferts Ave., Richmond Hill, L. I.				3,334	3,334		
	Land and buildings, 19 Pearl St., Amsterdam, N. Y.				18,428	18,428		1,800
	Land and buildings, 18-21 Exchange St., Glens Falls, N. Y.				17,033	17,033		1,800
	Land and buildings, 14 Henry St., Kingston, N. Y.				12,907	12,907		
	Land and buildings, 153 West Second St., Oswego, N. Y.				16,506	16,506		1,420
	Land and buildings, Sand St., Syracuse, N. Y.				5,124	5,124		
	Land and buildings, 207 East Manlius St., East Syracuse, N. Y.				1,008	1,008		
	Land and buildings, 22-24 West Seneca St., Buffalo, N. Y.				89,747	89,747		
	Land and buildings, 14-16 West Seneca St., Buffalo, N. Y.				147,449	147,449		
	Land and buildings, 19 South St., Auburn, N. Y.				20,560	20,560		
	Land and buildings, Second and Belmont Sts., Long Branch, N. J.				3,256	3,256		
	Land and buildings, Franklin Park Road, New Brunswick, N. J.				3,400	3,400		153
	Totals.					92,923,778		5,474,104
T 2	American Telephone and Telegraph: <i>Securities of system corporations:</i>							
	<i>Stocks:</i>							
	Atlantic and Pacific Telephone and Telegraph Co.		250,000			250,000		
	Bell Telephone Co. of Canada.		6,944,300			8,632,140	8	555,544
	Central Union Telephone Co.		5,225,877			2,109,400		
	Chicago Telephone Co.	26,100,000	250,100			33,377,298	8	2,108,008
	Cincinnati and Suburban Bell Telephone Co.	2,117,050	368,650			3,332,900	10	239,010
	Cleveland Telephone Co.	3,371,700	628,300			3,118,226		
	Iowa Telephone Co.		10,000,000			10,000,000	7	700,000
	Michigan State Telephone Co. common.	2,657,500	3,329,900			6,399,692	4 1/2	269,003
	Michigan State Telephone Co. preferred.		1,687,200			1,687,184	6	101,229
	Missouri and Kansas Telephone Co.		187,800			8,198,515		
	Mountain States Telephone and Telegraph Co.		8,411,000			22,914,000	7	1,540,963
	Nebraska Telephone Co.		3,323,100			7,517,104	6	396,894
	New England Telephone and Telegraph Co.		5,527,000			29,755,340	7	1,762,432
	New York Telephone Co.		37,593,100			162,500,000	8	10,000,000
	Northwestern Telephone Exchange Co.		4,348,100			10,500,003	5	600,000
	Pacific Telephone and Telegraph Co. common.		11,558,800			1,084,260		
	Pacific Telephone and Telegraph Co. preferred.		22,950,800			22,950,800	6	1,362,161
	Pioneer Telephone and Telegraph Co.		7,100,000			7,563,520	8	564,000

<sup>1</sup> Included in "Net other operating revenues," in Income Account, Table 702.

<sup>2</sup> "A large part of these securities, together with other securities not now owned, were purchased by this company from the American Bell Telephone Company about the year 1900 for a lump sum and without subdivision by com-

panies. Since then there have been exchanges of stocks, one for another, and for notes and bonds. It is, therefore, not possible to ascertain the actual money cost to respondent of each security."

TABLE 703: SECURITIES OWNED AND MISCELLANEOUS INVESTMENTS, TELEPHONE CORPORATIONS (CLASSES A AND B), YEAR ENDED DECEMBER 31, 1914 (continued)

The figures given are for the corporation as a whole; they are not segregated according to state lines.  
Only those corporations are included which report items that appear in the Balance Sheet, Table 701, as "Investment securities," "Advances to system corporations," or "Miscellaneous investments".  
The corporations are named in the order of their average revenues from telephone operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 259

Corp. No.	Name of corporation and class of investment	Par value of securities held		Date of acquisition	Actual money cost	Book value	Income accrued during year	
		Pledged	Unpledged				Rate	Amount
<b>T 2</b>	<b>American Telephone and Telegraph (concluded):</b> <i>Securities of system corporations (concluded):</i> <i>Stocks (concluded):</i>	<i>Dollars</i>	<i>Dollars</i>		<i>Dollars</i>	<i>Dollars</i>	<i>%</i>	<i>Dollars</i>
	Southern Bell Telephone and Telegraph Co. ....	21,398,700		Various	19,260,080		6	1,283,922
	Southern New England Telephone Co. ....	2,918,100	402,800		3,612,890		7	232,463
	Southwestern Telephone and Telegraph Co. ....		34,999,900		34,999,900		5	1,749,995
	Western Electric Co. ....		14,522,300		25,477,626		10	1,452,230
	Wisconsin Telephone Co. ....	4,844,200	4,160,200		9,905,350		8	720,352
	(Operating state companies): <sup>2</sup>							
	American Telephone and Telegraph Co. of Arkansas. ....							
	American Telephone and Telegraph Co. of Nebraska. ....							
	Colorado and Eastern Telephone and Telegraph Co. ....							
	Kansas Telephone and Telegraph Co. ....							
	(Leasing state companies): <sup>3</sup>							
	American Telephone and Telegraph Co. of Alabama. ....							
	American Telephone and Telegraph Co. of Baltimore City. ....							
	American Telephone and Telegraph Co. of Delaware. ....							
	American Telephone and Telegraph Co. of Georgia. ....							
	American Telephone and Telegraph Co. of Illinois. ....							
	American Telephone and Telegraph Co. of Indiana. ....							
	American Telephone and Telegraph Co. of Indian Territory. ....							
	American Telephone and Telegraph Co. of Iowa. ....							
	American Telephone and Telegraph Co. of Louisiana. ....							
	American Telephone and Telegraph Co. of Michigan. ....							
	American Telephone and Telegraph Co. of Minnesota. ....							
	American Telephone and Telegraph Co. of Mississippi. ....							
	American Telephone and Telegraph Co. of Missouri. ....							
	American Telephone and Telegraph Co. of New Jersey. ....							
	American Telephone and Telegraph Co. of North Carolina. ....							
	American Telephone and Telegraph Co. of Pennsylvania. ....							
	American Telephone and Telegraph Co. of Rhode Island. ....							
	American Telephone and Telegraph Co. of South Carolina. ....							
	American Telephone and Telegraph Co. of Massachusetts. ....							
	American Telephone and Telegraph Co. of Tennessee. ....							
	American Telephone and Telegraph Co. of Virginia. ....							
	American Telephone and Telegraph Co. of Wisconsin. ....							
	American Telephone and Telegraph Co. of West Virginia. ....							
	American Telephone and Telegraph Co. of Wyoming. ....							
	American Telephone and Telegraph Co. of Kentucky. ....							
	Columbia Telephone and Telegraph Co. of Rhode Island. ....							
	East Pittsburgh Telephone Co. ....							
	Ohio Telephone and Telegraph Co. ....							
	<i>Bonds:</i>							
	Cleveland Telephone Co. ....	1,181,000		1914	1,169,039	295,980	5	26,880
	New England Telephone and Telegraph Co. ....	581,009		1900	577,079	581,000	4	23,240
	Income from securities disposed of during year. ....							42,150
	<i>Advances to system corporations:</i>							
	Central Union Telephone Co. ....					29,620,000	6	1,777,200
	Central Union Telephone Co. ....					6,000,000	5	300,000
	Michigan State Telephone Co. ....					1,475,000	6	67,351
	Missouri and Kansas Telephone Co. ....					3,487,709	6	255,410
	Nebraska Telephone Co. ....					176,000	6	61,193
	New England Telephone and Telegraph Co. ....					509,000	6	5,798
	Northwestern Telephone Exchange Co. ....					850,000	6	62,037
	Pacific Telephone and Telegraph Co. ....					3,600,000	6	107,702
	Southwestern Telephone and Telegraph Co. ....					6,142,500	6	278,119
	Wisconsin Telephone Co. ....					155,000	6	13,501
	Income from advances repaid during year. ....							125,789
	<i>Miscellaneous investments:</i>							
	Test station, Tuxedo Park, Md. ....					15,750		
	<b>Totals</b> .....					448,045,158		28,784,576
<b>T 3</b>	<b>Federal Telephone &amp; Telegraph:</b> <i>Securities of system corporations:</i> <i>Stocks:</i>							
	Batavia Home Telephone Co. ....	30,000		1911	1	1		
	Caroline Telephone Co. ....	1,525		1909		1,525		
	Geneva Telephone Co. ....	3,700		1911, 1912	2,500	2,500		
	Hamlin Telephone Co. ....	1,450		1914	1,450	1,450		
	Niagara County Home Telephone Co. ....	128,250		1911	1	1		
	Prattsburg Overland Telephone Co. ....	7,150		1912	11,500	11,500		
	Rochester Telephone Co. ....	11,975		1911-1914	5,987	5,987		
	Still Alarm Co. ....	10,000		1910	39,137	39,137		
	Income from other securities. ....							420,191
	<i>Bonds:</i>							
	Rochester Telephone Co. ....	6,330		1914	6,330	6,330		
	<i>Securities of other corporations:</i> <i>Stocks:</i>							
	Allegany Telephone Co. ....	1,900		1910, 1911	1,900	1,900		
	East Side Telephone Co. ....	50		1911	50	50		
	Northland Rubber Co., Buffalo, N. Y. ....	300		1914	300	300		
	Pike Telephone Co. ....	980		1910-1914	950	950		

<sup>2</sup> A large part of these securities, together with other securities not now owned, were purchased by this company from the American Bell Telephone Company about the year 1900 for a lump sum and without subdivision by companies. Since then there have been exchanges of stocks, one for another, and for notes and bonds. It is, therefore, not possible to ascertain the actual money cost to respondent of each security.

<sup>3</sup> The American Telephone and Telegraph Company controls through ownership of their entire capital stock certain corporations herein listed under the heads "Operating state companies" and "Leasing state companies". The par value of the capital stock of these state companies is not recorded nor is it significant since the figure is generally a nominal one. The American Telephone and Telegraph Company in its report states in reference to these companies that they "have been organized from time to time to facilitate the construction of the lines comprising the long distance system owned, operated, and controlled by this company, the operations of which are shown elsewhere in this report, such companies having been thus organized to comply with the laws of

the several States. The entire capital stock of these companies is owned by this company, and for the purposes of operating and accounting these separate organizations, except in the case of companies designated 'Operating state companies' are disregarded. As to the latter, separate operation and accounting is maintained solely because of legal requirements. For the purposes of the company, in its reports to stockholders and directors and to the general public, the operating accounts are consolidated, duplications being omitted, and this report has been prepared in the same manner, disregarding altogether the above organizations and their financial and operating autonomy. For the same reasons the nominal book value of these stocks and the income which may have accrued to this company from these companies have been disregarded".

<sup>4</sup> Represents income accrued on the stock of the Century Telephone Construction Company, Rushford Telephone Company, Geneva Telephone Company, Rochester Telephone Company, and Hamlin Telephone Company, the book value of which is included in contract of \$2,000,000 carried on the books as a part of fixed capital installed prior to January 1, 1912.



YEAR ENDED DECEMBER 31, 1914 (continued)

The corporations are named in the order of their average revenues from telephone operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 259.

[illegible]

<sup>6</sup> Respondent also reports a mortgage of \$1000 on this property.

<sup>6</sup> Respondent also reports a mortgage of \$1000 on this property.

TABLE 703: SECURITIES OWNED AND MISCELLANEOUS INVESTMENTS, TELEPHONE CORPORATIONS (CLASSES A AND B),  
YEAR ENDED DECEMBER 31, 1914 (concluded)

The figures given are for the corporation as a whole; they are not segregated according to state lines.

Only those corporations are included which report items that appear in the Balance Sheet, Table 701, as "Investment securities," "Advances to system corporations," or "Miscellaneous investments".

The corporations are named in the order of their average revenues from telephone operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 259.

Corp. No.	Name of corporation and class of investment	Par value of securities held		Date of acquisition	Actual money cost	Book value	Income accrued during year	
		Pledged	Unpledged				Rate	Amount
<b>T 16</b>	<b>Friendship Telephone (concluded):</b>	<i>Dollars</i>	<i>Dollars</i>		<i>Dollars</i>	<i>Dollars</i>	<i>%</i>	<i>Dollars</i>
	<i>Securities of system corporations (concluded):</i>							
	<i>Stocks (concluded):</i>							
	(Inactive corporations) (concluded):							
	Home Telephone Co. of Frewsburg.....		5,000					
	Home Telephone Co. of Oneonta.....		42,000					
	Independent Union Telephone Co.....		576,300					
	Inter-State Telephone Co.....		69,800					
	Newburgh Home Telephone Co.....		150,000					
	New York and Vermont Home Telephone Co.....		30,000					
	Onondaga Independent Telephone Co.....		255,100					
	Pawling Telephone Co.....		2,430					
	Phelps Home Telephone Co.....		9,100					
	Rural Home Telephone Co. of Coeymans.....		4,000					
	Senecaetady Home Telephone Co.....		207,600					
	Schoharie Valley Telephone Co.....	8,800	8,800					
	Seneca County Home Telephone Co.....		5,500					
	Skaneateles Telephone Co.....		20,000					
	Tianderoga Telephone Co.....		8,025					
	Utica Home Telephone Co.....		194,700					
	Yorktown Telephone Co.....		4,000					
	<i>Bonds:</i>							
	Batavia Home Telephone Co.....		10,000	1914	6,400	6,400	6	100
	Binghamton Telephone Co.....		134,500	1912	133,200	133,200	5	6,676
	Black River Telephone Co.....		24,000	1914	24,000	24,000	5	971
	Columbia Telephone Co.....		1,400	1914	1,324	1,324	5	12
	Elmira Telephone Co.....		139,000	1912	138,562	138,562	5	6,931
	Federal Telephone & Telegraph Co.....		152,800	1914	128,390	128,390	5	1,273
	Home Telephone Co. of Jamestown.....		38,000	1912	38,000	38,000	5	1,900
	Hudson Telephone Co.....		200,000	1913	100,000	100,000	6	5,083
	Inter-State Telephone and Telegraph Co. first mortgage.....		602,150	1913	602,150	602,150	5	30,108
	Inter-State Telephone and Telegraph Co. general mortgage.....		2,207,700	1913	751,061	751,061	5	38,248
	Newark Telephone Co.....	27	276,000	1913	276,000	276,000	6	14,030
	New York and Vermont Home Telephone Co.....		30,000	1912	31,621	31,621	5	1,351
	Rochester Telephone Co. first mortgage.....		500	1911	450	450	5	25
	Rochester Telephone Co. general mortgage.....		79,750	1911	72,643	72,643	5	3,625
	State Telephone Co.....		549,500	1913	3,670	3,670	5	187
	Wyoming County Home Telephone Co.....		19,000	1912	16,608	16,608	5	533
	York State Telephone Co.....		402,000	1912	378,906	378,906	5	19,234
	Income from securities disposed of during year.....							86,039
	Totals.....					3,843,559		216,330
	Grand totals.....					585,060,379		34,502,95



TABLE 704: FIXED CAPITAL, TELEPHONE CORPORATIONS (CLASSES A AND B), YEAR ENDED DECEMBER 31, 1914

The figures given are for the corporation as a whole; they are not segregated according to state lines. So far as fixed capital costs have been classified according to the prescribed Uniform System of Accounts now effective, the net change during the year and the balance at the close of the year in each primary account are shown in Table 704, as reported. The book accounts representing fixed capital installed prior to December 31, 1911, have in most cases not yet been required by the Commission to be re-classified according to the now effective system, and where for this or any other reason expenditures are not so classified, the total is shown against the captions "Undistributed book value" and "Other fixed capital not classified by prescribed accounts". The amounts shown as "Balance at close of year" will not in all cases equal the sum of the "Net increase during year" added to the balance given in the abstracts for 1913. This is due to corrections, adjustments, and transfers which are not considered part of the year's transactions but which have been shown in the current report of the corporation concerned as though they had been recorded in the figures for the previous year. Figures in *italics* denote *decreases* or *credit balances*. The corporations are named in the order of their average revenues from telephone operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 259.

Line No.	Name of account	New York Telephone T 1		American Telephone & Telegraph T 2		Federal Telephone & Telegraph T 3		Rochester Telephone T 4		Mountain Home Telephone T 5		Line No.
		Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	
1	Classified by prescribed accounts:											1
2	Intangible capital:											2
3	Organization.....											3
4	Franchises.....											4
5	Patent-rights.....											5
6	Other intangible capital.....	1,533,649	1,533,649	49,430	164,699	7,053	31,768	601	1,761	20,691	210,694	6
7	Right of way.....	30,147	634,725	5,370	8,593	5,751	12,371	2,656	2,656	17,027	11,809	7
8	Land.....	1,833,688	5,826,624	10,645	38,362	54,722	110,653	8,412	8,715	23	11,041	8
9	Buildings.....	3,201,617	8,932,971	213,410	981,011	36,100	130,563	29,455	47,096	3,940	80,073	9
10	Central office telephone equipment.....	95,073	281,330	8,254	32,354	1,378	4,052	185	561			10
11	Other equipment of central offices.....											11
12	Station equipment.....	2,210,788	6,747,265	2,714,634	8,186,070	20,015	103,083	8,317	37,130	3,821	57,525	12
13	Station apparatus.....	932,913	3,010,462	3,050	13,434	35,057	150,719	3,702	16,733	23,624	23,624	13
14	Interior block wires.....	1,012,437	3,437,447	32	12	4,428	12,396	3,035	7,078	827	1,903	14
15	Private branch exchanges.....	316,232	2,835,407		180	1,333	12,332	3,299	7,133	1,505	1,505	15
16	Booths and special fittings.....	675,404	2,830,009	107	1,341	34,712	201,946	3,575	10,683	225,086	1,753	16
17	Exchange pole lines.....	832,431	2,830,009	110	1,897	43,479	157,941	22,132	10,683	6,523	225,086	17
18	Exchange aerial cable.....	838,862	2,830,009	649	2,810	47,939	185,580	11,275	47,692	9,640	225,086	18
19	Exchange aerial wire.....	456,403	2,830,009			10,605	47,343	1,116	32,235	3,346	123,941	19
20	Exchange underground conduits.....	1,702,713	6,235,117			12,745	38,407	35,891	101,196	2,281	32,368	20
21	Exchange underground cable.....	9,313	1,065,590			24	441			13,250	32,368	21
22	Exchange submarine cable.....	296,916	220,285	245,499	837,293							22
23	Toll pole lines.....	81,483	820,285	51,907	93,703							23
24	Toll aerial wire.....	172,433	863,649	140,290	1,133,231							24
25	Toll underground conduit.....	7,433	102,989	21,055	449,359							25
26	Toll underground cable.....	615,904	1,418,705	17,584	1,396,561							26
27	Toll submarine cable.....	18,440	67,137	375	10,347							27
28	General equipment.....	61,219	273,264	32,703	73,967	9,201	21,316					28
29	Office furniture and fixtures.....	3,655	38,479	843	3,143							29
30	General shop equipment.....	104,495	272,113	4,716	13,616	107	576					30
31	General stable and garage equipment.....	34,211	248,046	73,164	190,979	2,553	9,601					31
32	General tools and implements.....					12,307	35,495					32
33	Interest during construction.....											33
34	Undistributed construction expenditures.....											34
35	Engineering and superintendence.....					13,673	27,139					35
36	Law expenditures during construction.....					542	1,985					36
37	Taxes during construction.....						3,111					37
38	Miscellaneous construction expenditures.....					3,752	50,397					38
39	Totals classified by prescribed accounts.....	17,453,153	55,331,461	3,593,768	13,653,013	366,318	1,376,951	139,863	340,705	4,667	1,590,940	39
40	Not classified by prescribed accounts:											40
41	Undistributed book value.....					69,514	13,450,888	3,603	1,754,429			41
42	Other fixed capital not classified by prescribed accounts.....						26,947					42
43	Totals not classified by prescribed accounts.....	6,612,696	93,834,862	2,929,517	50,537,444	69,514	13,477,785	3,603	1,754,429			43
44	Grand total fixed capital.....	10,840,457	149,166,323	664,251	64,210,457	299,804	14,854,736	136,259	2,095,134	4,667	1,590,940	44

The New York Telephone Company and the American Telephone and Telegraph Company use a classification for fixed capital installed prior to December 31, 1911, the account titles of which are practically identical with those of the present prescribed classification. Because of certain variations in accounting practice before and since the effective date of the uniform classification, the book value of property acquired before that date is considered for the present to be "Not classified by prescribed accounts".

TABLE 704: FIXED CAPITAL, TELEPHONE CORPORATIONS (CLASSES A AND B), YEAR ENDED DECEMBER 31, 1914 (continued)

The figures given are for the corporation as a whole; they are not segregated according to state lines. So far as fixed capital costs have been classified according to the prescribed Uniform System of Accounts now effective, the net change during the year and the balance at the close of the year in each primary account are shown in Table 704, as reported. The book accounts representing fixed capital installed prior to December 31, 1911, have in most cases not yet been required by the Commission to be re-classified according to the now effective system, and where for this or any other reason expenditures are not so classified, the total is shown against the captions "Undistributed book value" and "Other fixed capital not classified by prescribed accounts". The amounts shown as "Balance at close of year" will not in all cases equal the sum of the "Net increase during year" added to the balance given in the abstracts for 1913. This is due to corrections, adjustments, and transfers which are not considered part of the year's transactions but which have been shown in the current report of the corporation concerned as though they had been recorded in the figures for the previous year. Figures in *italics* denote *decreases* or *credit balances*. The corporations are named in the order of their average revenues from telephone operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 259.

Line No.	Name of account	Glen Telephone T 6		Commercial Union Telephone T 7		Wayne Telephone T 8		York State Telephone T 9		Otsego & Delaware Telephone T 10		Black River Telephone T 11		Line No.
		Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	
1	Classified by prescribed accounts:													1
2	Intangible capital													2
3	Organization													3
4	Franchises													4
5	Patent-rights													5
6	Other intangible capital	131	481			48	420			1,030	9,780	146	190	6
7	Right of way							14	32					7
8	Land and buildings										258			8
9	Buildings	475	1,805							300	732			9
10	Central office equipment	536	8,749			3,702	9,456			7,528	11,503	4,874	7,774	10
11	Central office telephone equipment	110	8,258					206	232		11,495	1,279	1,461	11
12	Other equipment of central offices	215	13,829			9,422	25,633	4,324	16,138		21,756	8,300	23,450	12
13	Station apparatus	316	2,694	1,247	12,253	1,093	4,828	923	3,339		8,453	1,294	4,368	13
14	Station installations			1,504	7,657									14
15	Interior block wires													15
16	Private branch exchanges	323	1,135		232		476		437					16
17	Booths and special fittings	32	1,388			252								17
18	Exchange pole lines	23,488	54,932			1,485	1,485		127			251	374	18
19	Exchange aerial cable	15,689	29,294			2,489	12,889	1	190			5,228	9,308	19
20	Exchange aerial wire	5,037	20,703	3,842	10,934	227	10,333		13			5,399	9,468	20
21	Exchange underground conduits	514	14,079			4,451	18,202	1,004	4,658			3,897	11,235	21
22	Exchange underground cable	1,739	17,299			53	58		10					22
23	Exchange submarine cable								149			100	828	23
24	Toll pole lines													24
25	Toll aerial wire					3,719	19,032		334			2,970	9,894	25
26	Toll underground conduit						245							26
27	Toll underground cable					1,188	8,680					4,272	14,397	27
28	Toll submarine cable					77	101							28
29	General equipment	333	917											29
30	Office furniture and fixtures			16	216		1,832	54	823			89	340	30
31	General shop equipment													31
32	General store equipment													32
33	General stable and garage equipment	34	131											33
34	General tools and implements													34
35	General tools and implements	379	1,017			2,104	4,144	17	541			2,378	3,034	35
36	Interest during construction													36
37	Undistributed construction expenditures													37
38	Engineering and superintendence													38
39	Law expenditures during construction													39
40	Taxes during construction													40
41	Miscellaneous construction expenditures	489	1,526											41
42	Totals classified by prescribed accounts	50,280	178,195	6,598	31,362	31,435	118,024	6,614	27,116	37,668	199,360	40,386	97,442	42
43	Not classified by prescribed accounts:													43
44	Undistributed book value													44
45	Other fixed capital not classified by prescribed accounts	12,933	375,902	4,478	1,109,035	16,432	278,515	9,732	1,535,132		127,476	15,792	202,059	45
46	Totals not classified by prescribed accounts	12,933	375,902	4,478	1,240,446	16,432	278,515	16,841	1,545,990	18,709	127,476	15,792	202,059	46
47	Grand total fixed capital	37,297	554,096	2,120	1,271,808	15,004	306,539	10,227	1,573,106	18,959	326,836	24,534	299,501	47

2 Report covers period January 1 to October 30, 1914; see Historical and Explanatory Statement.



TABLE 704: FIXED CAPITAL, TELEPHONE CORPORATIONS (CLASSES A AND B), YEAR ENDED DECEMBER 31, 1914 (concluded)

The figures given are for the corporation as a whole; they are not segregated according to state lines. So far as fixed capital costs have been classified according to the prescribed Uniform System of Accounts, Table 701, as reported. The book accounts representing fixed capital installed prior to December 31, 1911, have in most cases not yet been required by the Commission to be re-classified according to the now effective system, and where for this or any other reason expenditures are not so classified, the total is shown against the captions "Undistributed book value" and "Other fixed capital not classified by prescribed accounts". The amounts shown as "Balance at close of year" will not in all cases equal the sum of the "Net increase during year" added to the balance given in the abstracts for 1913. This is due to corrections, adjustments, and transfers which are not considered part of the year's transactions but which have been shown in the current report of the corporation concerned as though they had been recorded in the figures for the previous year. Figures in *italics* denote *decreases* or *credit balances*. The corporations are named in the order of their average revenues from telephone operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 259.

Line No.	Name of account	Granville Telephone T 12		Home Telephone, Jamestown T 13		Orange County Telephone T 14		Allegany County Telephone T 15		Friendship Telephone T 16		Albany Home Telephone T 17		Line No.
		Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	Net increase during year	Balance at close of year	
1	Classified by prescribed accounts:													1
2	Intangible capital:													2
3	Organization:		5,998											3
4	Franchise:													4
5	Patent-rights:													5
6	Other intangible capital:													6
7	Right of way:	108	12,048				21	98	710	13	53			7
8	Land and buildings:													8
9	Land:				76									9
10	Buildings:	254	18,623			2,492	19,237	484	653					10
11	Central office equipment:						19,895		11,122		21			11
12	Other office telephone equipment:				1,234		197		261					12
13	Other equipment of central offices:						212							13
14	Station equipment:	6,957	33,531			1,308	5,807	3,860	10,102	319	942		2,546	14
15	Station installations:				69	456	1,958	1,112	3,653					15
16	Interior block wires:				2,291		212							16
17	Private branch exchanges:				67									17
18	Booths and special fittings:				346		120		348					18
19	Exchange pole lines:	3,656	17,245			1,079	6,012	3,839	7,119	52	981		127	19
20	Exchange aerial cable:		12,216		1,078		7,386	4,378	6,185					20
21	Exchange aerial wire:	2,946	16,931		7,972	2,399	6,801	4,248	10,309					21
22	Exchange underground conduits:		3,769		1,938		244							22
23	Exchange underground cable:	7	2,433		1,023		4,042							23
24	Exchange submarine cable:													24
25	Toll pole lines:	1,528	7,538			948	2,505	1,689	7,546					25
26	Toll aerial cable:	24												26
27	Toll aerial wire:	2,547	7,828			1,089	1,804	1,868	7,238					27
28	Toll underground conduit:													28
29	Toll underground cable:	134												29
30	Toll submarine cable:													30
31	General equipment and fixtures:	215	1,870		555		193		514	6	441		21	31
32	Office furniture:													32
33	General shop equipment:													33
34	General stable and garage equipment:													34
35	General tools and implements:				944		2,678		55					35
36	Interest during construction:					273								36
37	Undistributed construction expenditures:													37
38	Engineering and superintendence:													38
39	Law expenditures during construction:													39
40	Taxes during construction:													40
41	Miscellaneous construction expenditures:													41
42	Totals classified by prescribed accounts:	19,650	140,212	7,104	21,822	34,368	99,000	21,719	66,055	389	2,439	108	2,715	42
43	Not classified by prescribed accounts:													43
44	Undistributed book value:	27,084	127,451	109	482,838	13,046	46,556		103,835				4712,683	44
45	Other fixed capital not classified by prescribed accounts:									496	13,222		38,243	45
46	Totals not classified by prescribed accounts:	20,064	127,451	109	482,838	13,046	46,556	10,258	103,835	496	13,222		750,926	46
7	Grand total fixed capital:	414	267,665	6,995	504,660	21,322	145,556	11,461	169,889	107	15,661		753,641	47

<sup>1</sup> Report covers period January 1 to October 30, 1914; see Historical and Explanatory Statement.

<sup>2</sup> Includes \$46,793 representing value of plant of Rensselaer Telephone Company merged into respondent March 28, 1912.

<sup>3</sup> Includes \$922 credited to value of plant of Rensselaer Telephone Company merged into respondent March 28, 1912.

<sup>4</sup> Includes \$46,793 representing value of plant of Rensselaer Telephone Company merged into respondent March 28, 1912.

TABLE 705 a: LONG TERM DEBT, TELEPHONE CORPORATIONS (CLASSES A AND B), YEAR ENDED DECEMBER 31, 1914

The figures given are for the actually outstanding debt (% *e.* securities not held by or for the issuing corporation) of the corporation as a whole; they are not segregated according to state lines. Only those corporations are included which report long term debt outstanding at some time during the year.  
 The amount shown under "Par value authorized" is the amount already legally issued and outstanding in addition to the amount which the respondent claims may be issued without further approval by state or other public authority.  
 The corporations are named in the order of their average revenues from telephone operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 259.

Corp. No.	Name of corporation and designation of securities	Amount of mortgage	Interest provisions		Par value		Interest		Matured and unpaid at close of year
			Rate	Dates payable	Authorized	Actually outstanding at close of year	Accrued during year	Paid during year	
		Dollars	%		Dollars	Dollars	Dollars	Dollars	Dollars
<b>T 1</b>	<b>New York Telephone:</b>								
	<i>Mortgage bonds:</i>								
	First and general gold sinking fund 30-year.....	75,000,000	4.5	May & Nov	1,527,000	170,535,315	3,204,105	3,241,380	25,706
	Metropolitan Telephone and Telegraph Co. first 30-year.....	2,000,000	5	May & Nov	1,527,000	1,527,000	76,662	78,435	1,522
	New York and New Jersey Telephone Co. general 30-year.....	1,500,000	5	May & Nov	1,018,000	1,018,000	51,340	51,982	
	New York and Pennsylvania Tel. and Tel. Co. first 30-year.....	1,000,000	5	Feb & Aug	229,000	229,000	11,464	11,827	
	New York and Pennsylvania Tel. and Tel. Co. gen. 30-year.....	1,000,000	4	May & Nov	490,000	490,000	19,840	19,840	
	Cortland Home Telephone Co. first 20-year.....	1,000,000	4	Apr & Oct	4,900	4,900	3,375	4,137	
	Utica Home Telephone Co. first 20-year.....	1,000,000	5	Apr & Oct	175,600	175,600	21,391	21,997	
	Schenectady Home Telephone Co. first 25-year.....	250,000	6	Jan & Jul	26,500	26,500	12,870	12,900	6,405
	Albany Home Telephone Co. first 25-year.....	350,000	6	Jan & Jul	12,000	12,000	3,025	3,075	3,750
	Cohoes-Waterford Home Telephone Co. first 25-year.....	150,000	6	Jan & Jul					
	<i>Other long term debt:</i>								
	Real estate mortgage.....	19,000	4.5	Jan & Jul			449	876	
	Totals.....					74,018,315	3,405,921	3,442,695	24,458
<b>T 2</b>	<b>American Telephone and Telegraph:</b>								
	<i>Collateral trust bonds:</i>								
	American Telephone and Telegraph Co. 30-year.....	78,000,000	4	Jan & Jul		78,000,000	3,120,000	3,118,680	1,598,500
	Western Telephone and Telegraph Co. 30-year.....	10,000,000	5	Jan & Jul		10,000,000	500,000	490,593	259,450
	<i>Other long term debt:</i>								
	Convertible bonds 30-year.....		4	Mar & Sep		4,505,000	181,432	176,670	12,180
	Convertible bonds 20-year.....		4.5	Mar & Sep		67,000,000	3,015,000	3,002,182	36,920
	Notes.....	2,000,000	4.5			2,000,000	153,750	180,000	
	Totals.....					161,505,000	6,970,182	6,974,133	1,907,050
<b>T 3</b>	<b>Federal Telephone &amp; Telegraph:</b>								
	<i>Mortgage bonds:</i>								
	Batavia Home Telephone Co. first 25-year.....	50,000	6	Jan & Jul	50,000	50,000	3,000	2,670	2,475
	Corning Telephone Co. first 20-year.....	200,000	5	Jun & Dec	80,500	80,500	4,095	4,040	
	Dunkirk Home Telephone Co. first 25-year.....	50,000	5	Apr & Oct	26,100	26,100	1,305	1,305	
	Federal Telephone & Telegraph Co. first and reldg. 50-year.....	25,000,000	5	Feb & Aug	1,342,100	801,100	40,029	39,786	
	Frontier Telephone Co. first 20-year.....	2,500,000	5	Jan & Jul	2,500,000	2,500,000	125,000	124,325	53,475
	Hanover Telephone Co. first 20-year.....	14,000	5	Jan & Nov	11,000	11,000	550	571	
	Hornellville Telephone Co. first 20-year.....	100,000	6	Jan & Jul	100,000	100,000	6,000	5,880	4,080
	Inter Ocean Telephone and Telegraph Co. first 30-year.....	2,000,000	5	Jan & Oct	2,000,000	2,000,000	100,000	99,463	39,325
	Ithaca Telephone Co. first 20-year.....	100,000	6	Apr & Oct	95,000	95,000	5,700	5,700	
	Livingston County Telephone Co. first 20-year.....	200,000	6	Jun & Dec	107,000	107,000	6,420	6,435	
	Niagara County Home Telephone Co. first 20-year.....	500,000	5	Jan & Jul	266,800	266,800	13,340	12,825	1,673
	Penn Yan Telephone Co. first 20-year.....	50,000	6	May & Nov	30,000	30,000	3,000	3,000	
	Salamanca Telegraph and Telephone Co. first 20-year.....	50,000	6	Jan & Jul	39,000	39,000	2,340	2,340	
	Valley Telephone Co. first 20-year.....	200,000	6	Jan & Jul	110,000	110,000	6,600	6,600	2,385
	Watkins Telephone Co. first 20-year.....	50,000	6	Jun & Dec	25,000	25,000	1,500	1,500	
	Wellsville Telephone Co. first 20-year.....	50,000	5	Jan & Jul	37,500	37,500	2,250	2,250	270
	Wyoming County Telephone Co. first 20-year.....	25,000	5	Apr & Oct	25,000	25,000	1,250	1,250	
	<i>Other long term debt:</i>								
	First mortgage building at Sayre, Penna.....	7,000	6	Apr & Oct		7,000	420	420	
	First mortgage building at Ithaca, N. Y.....	10,800	6	Jan & Jul		10,800	540	540	270
	Second mortgage building at Ithaca, N. Y.....	10,000	6	Mar & Sep		10,000	600	600	
	First mortgage building at Buffalo, N. Y.....	5,200	5	May & Nov		5,200	227	191	
	First mortgage building at Gowanda, N. Y.....	3,000	5	Jan & Jul		3,000	70		
	Totals.....					6,360,000	324,166	321,619	103,953
<b>T 4</b>	<b>Rochester Telephone:</b>								
	First mortgage gold bonds 20-year.....	400,000	5	Jan & Jul	98,000	98,000	4,900	4,900	
	General mortgage gold bonds 30-year.....	3,000,000	5	Apr & Oct	1,072,300	1,046,790	48,623	44,751	3,873
	Totals.....					1,144,790	53,523	49,651	3,873

<sup>1</sup> Bonds for the most part issued in denominations of pounds sterling, but here stated for convenience in terms of dollars. Amount outstanding includes all that may be issued without further authorization, since mortgage provides that in interpreting the limitation of \$75,000,000, one pound sterling shall be considered the equivalent of five dollars American.

<sup>2</sup> No default; unclaimed or provided for by special deposit or otherwise.

<sup>3</sup> Note dated September 15, 1909, and payable to the Western Union Telegraph Company for stock of New York Telephone Company.



TABLE 705 a: LONG TERM DEBT, TELEPHONE CORPORATIONS (CLASSES A AND B), YEAR ENDED DECEMBER 31, 1914 (concluded)

The figures given are for the actually outstanding debt (i. e. securities not held by or for the issuing corporation) of the corporation as a whole; they are not segregated according to state lines. Only those corporations are included which report long term debt outstanding at some time during the year.

The amount shown under "Par value authorized" is the amount already legally issued and outstanding in addition to the amount which the respondent claims may be issued without further approval by state or other public authority.

The corporations are named in the order of their average revenues from telephone operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 259.

Corp. No.	Name of corporation and designation of securities	Amount of mortgage	Interest provisions			Par value		Interest		
			Date of maturity	Rate	Dates payable	Authorized	Actually outstanding at close of year	Accrued during year	Paid during year	Matured and unpaid at close of year
		Dollars		%		Dollars	Dollars	Dollars	Dollars	Dollars
T 5	<b>Mountain Home Telephone:</b> <i>Mortgage bonds:</i> Mountain Home Telephone Co. general 25-year..... Adirondack Home Telephone Co. first 30-year..... Clinton Telephone Co. first 20-year..... Norwood Telephone Co. first 30-year..... Totals.....	2,000,000 150,000 100,000 30,000	1938 1935 1924 1939	5 5 6 6	Jan & Jul Jan & Jul Jan & Jul Apr & Oct	1,000,000 41,500 96,500 16,250	845,000 41,500 96,500 16,250	42,113 2,187 5,820 986	20,987 2,103 2,925 997	21,125 2,103 2,895 997
T 6	<b>Glen Telephone:</b> Real estate mortgage 25-year bonds.....	200,000	1934	6	Jun & Dec	200,000	200,000	12,000	12,000	
T 7	<b>Commercial Union Telephone:</b> <sup>4</sup> <i>Mortgage bonds:</i> Consolidated first 50-year..... Rensselaer Telephone and Telegraph Co. first 25-year..... Saratoga Telephone and Telegraph Co. first 25-year..... New Union Telephone Co. first 25-year..... Totals.....	1,000,000 350,000 125,000 110,000	1954 1927 1927 1926	5 5 5 5	Jan & Jul Jan & Jul Jan & Jul Jan & Jul			15,958 14,583 5,208 4,583	9,575 8,750 3,125 2,750	
T 8	<b>Wayne Telephone:</b> Advances from system corporations for construction, equipment, and betterments.....						263,000	12,677	12,677	
T 9	<b>York State Telephone:</b> <i>Collateral trust bonds:</i> York State Telephone Co..... Elmira Telephone Co..... Binghamton Telephone Co..... Totals.....	2,500,000 150,000 150,000	1933 1926 1926	5 5 5	Jan & Jul Jan & Jul Jan & Jul	406,000 142,000 135,000	406,000 142,000 135,000	20,300 7,100 6,750		71,050 24,850 23,625
T 11	<b>Black River Telephone:</b> <i>Mortgage bonds:</i> General..... General..... General..... Totals.....	500,000	{ 1936 1936 1936	5 5 5	Jan & Jul Jan & Jul Jan & Jul		50,000 50,000 48,500	2,500 2,500 1,679	2,500 2,500 1,679	<sup>a</sup>
T 12	<b>Granville Telephone:</b> New York and Vermont Home Telephone Co. 1st div. mtge. gold bonds 30-year.....	30,000	1939	5	May & Nov	30,000	30,000	1,500	1,500	
T 13	<b>Home Telephone, Jamestown:</b> First mortgage bonds.....	200,000	1922	5	Jan & Jul	200,000	200,000	10,000	10,000	5,000
T 14	<b>Orange County Telephone:</b> Gold mortgage bonds.....	200,000	1963	5	Jan & Jul	50,000	27,500	1,192	817	687
T 15	<b>Allegany County Telephone:</b> Advances from system corporations for construction, equipment, and betterments.....			5 & 6			55,000	2,658	2,658	
T 17	<b>Albany Home Telephone:</b> <sup>4</sup> First mortgage bonds..... Grand totals.....	302,500	1927	6	Jan & Jul	302,500		15,125	9,075	
							245,624,355	10,941,212	10,893,764	2,211,603

\* Of this amount \$23,068 was charged to Income account; remainder applied against interest on certain bills.

† Report covers period January 1 to October 30, 1914; see Historical and Explanatory Statement.

TABLE 705 b: LONG TERM DEBT ISSUED OR ASSUMED, TELEPHONE CORPORATIONS (CLASSES A AND B), YEAR ENDED DECEMBER 31, 1914

Only those corporations are included which report long term debt actually issued or assumed during the year. The date of authorization is the reported date of the final authorization necessary to the legal validity of the issue. The amount shown under "Par value authorized" is the amount of the particular authorization or authorizations under which the issue during the year has been made. The corporations are named in the order of their average revenues from telephone operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 259.

Corp. No.	Name of corporation and securities issued	Interest rate	Dates		By whom authorized	Par value			Average price realized per cent of par
			Authorization	Maturity		Authorized	Issued or assumed during year	Issued for cash	
T 1	<b>New York Telephone:</b> Albany Home Telephone Co. first 25-year.....	% 6	.....	1927	.....	Dollars	Dollars	Dollars	.....
T 3	<b>Cohoes-Waterford Home Telephone Co.</b> first 25-year..... <b>Federal Telephone &amp; Telegraph:</b> First mortgage and refunding 50-year bonds..... Dunkirk Home Telephone Co. first 25-year..... First mortgage on building at Buffalo, N. Y..... First mortgage on building at Gowanda, N. Y.....	6 5 5 5 5	..... 1911-1913 ..... ..... .....	1927 1935 ..... ..... .....	..... P. S. C. 2nd Dist. ..... ..... .....	..... 1,342,100 ..... ..... .....	126,500 112,000 11,700 26,100 5,200 3,000	..... ..... ..... ..... ..... .....	..... ..... 100 ..... ..... .....
T 4	<b>Rochester Telephone:</b> General mortgage 30-year gold bonds.....	5	.....	1933	P. S. C. 2nd Dist....	1,072,300	74,490	.....	100
T 5	<b>Mountain Home Telephone:</b> General mortgage bonds underlying 25-year.....	5	Jan 1, 1913	1938	P. S. C. 2nd Dist....	1,000,000	13,500	.....	100
T 8	<b>Wayne Telephone:</b> Advances from system corporations for construction, equipment, and betterments.....	.....	.....	.....	.....	.....	15,000	.....	.....
T 11	<b>Black River Telephone:</b> General mortgage bonds.....	5	Nov 26, 1913	1936	P. S. C. 2nd Dist....	48,500	38,500	38,500	100
T 14	<b>Orange County Telephone:</b> Gold mortgage bonds.....	5	Mar 4, 1913	1963	P. S. C. 2nd Dist....	50,000	15,000	15,000	98
T 15	<b>Allegany County Telephone:</b> Advances from system corporations for construction, equipment, and betterments.....	5	.....	.....	.....	.....	5,000	.....	.....

<sup>1</sup> Assumed on the purchase of the property of the issuing corporation.

<sup>2</sup> \$2700 issued, par for par, for stock of the Dunkirk Home Telephone Company; \$9000 issued to retire underlying bonds of Corning Telephone Company, Livingston County Home Telephone Company, and Wellsville Telephone Company.

<sup>3</sup> Issued for an equal value of coupons detached from general mortgage bonds of this company that were in the hands of the public.

<sup>4</sup> Issued in exchange for bonds of Adirondack Home Telephone Company, Norwood Telephone Company, and Clinton Telephone Company.



TABLE 706 a: CAPITAL STOCKS, TELEPHONE CORPORATIONS (CLASSES A AND B), YEAR ENDED DECEMBER 31, 1914

The figures given are for the actually outstanding capital stocks (i. e. stocks not held by or for the issuing corporation) of the corporation as a whole; they are not segregated according to state lines.  
 The amount shown under "Par value authorized" is the amount already legally issued and outstanding in addition to the amount which the respondent claims may be issued without further approval by state or other public authority.  
 Stock not otherwise specifically described is common.  
 The corporations are named in the order of their average revenues from telephone operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 259.

Corp. No.	Name of corporation and class of stock	Par value			Dividends declared during year	
		Authorized	Actually issued	Actually outstanding at close of year	Rate	Amount
		<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>%</i>	<i>Dollars</i>
T 1	New York Telephone .....	125,000,000	125,000,000	125,000,000	8	10,000,000
T 2	American Telephone and Telegraph .....	500,000,000	344,681,900	344,681,900	8	127,573,360
	Premiums on capital stock .....			3,331,723		
T 3	Federal Telephone & Telegraph .....	7,282,000	7,282,000	7,282,000		
	Preferred .....	790,000	685,500	685,500	7	25,092
	Stock instalments .....		2,551	2,551		
T 4	Rochester Telephone .....	489,400	489,400	489,400		
T 5	Mountain Home Telephone .....	680,200	679,200	679,200		
T 6	Glen Telephone .....	300,000	300,000	300,000	6	18,000
T 8	Wayne Telephone .....	145,850	145,850	145,850	2	2,917
T 9	York State Telephone .....	864,000	864,000	864,000		
T 10	Otsego and Delaware Telephone .....	510,000	510,000	510,000		
T 11	Black River Telephone .....	65,000	65,000	65,000	6	3,900
	Preferred .....	65,000	65,000	65,000	6	3,900
T 12	Granville Telephone .....	180,700	180,700	180,700		
T 13	Home Telephone, Jamestown .....	200,000	200,000	200,000		
T 14	Orange County Telephone .....	25,000	25,000	25,000	12	3,000
	Preferred .....	5,100	5,100	5,100	6	306
T 15	Allegheny County Telephone .....	100,000	100,000	100,000		
	Stock liability for conversion of securities .....			1,200		
T 16	Friendship Telephone .....	1,000,000	1,000,000	1,000,000		
	Totals .....		482,281,201	485,614,124		37,630,475

<sup>1</sup> Of this amount \$685 was "withheld in adjustment on conversion of 4 per cent bonds".

TABLE 706b: CAPITAL STOCKS ISSUED, TELEPHONE CORPORATIONS (CLASSES A AND B), YEAR ENDED DECEMBER 31, 1914

Only those corporations are included which report capital stock actually issued during the year.

The amount shown under "Par value authorized" is the amount of the particular authorization or authorizations under which the issue during the year has been made.

The corporations are named in the order of their average revenues from telephone operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 259.

Corp. No.	Name of corporation and class of stock	Date of authoriza- tion	By whom authorized	Par value				Average price realized per cent of par
				Authorized	Issued during year	Issued for cash	Issued for other con- sideration	
T 2	American Telephone and Telegraph: Common.....			<i>Dollars</i> 500,000,000	<i>Dollars</i> 65,600	<i>Dollars</i> .....	<i>Dollars</i> 165,600	100
T 3	Premiums on capital stock.....			.....	17,344	.....	.....	.....
	Federal Telephone & Telegraph: Preferred cumulative.....	1913, 1914	P. S. C. 2nd Dist. . . .	790,000	505,500	505,500	.....	100

<sup>1</sup> 656 shares issued to convert \$83,000 par value of 4 per cent convertible bonds 1936.



TABLE 709: OPERATING REVENUES, TELEPHONE CORPORATIONS (CLASSES A AND B), YEAR ENDED DECEMBER 31, 1914

The figures given are for the corporation as a whole; they are not segregated according to state lines. The per station averages are based on the average number of all company stations in service during the year. Figures in *italics* denote *débils*. The corporations are named in the order of their average revenues from telephone operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 259.

Line No.	Name of account	New York Tel. T 1		American T. & T. T 2		Federal T. & T. T 3		Rochester Tel. T 4		Mountain Home Tel. T 5		Glen Tel. T 6		Commercial Union Tel. T 7		Wayne Tel. T 8	Line No.	
		Net revenue	Average per station	Net revenue	Average per station	Net revenue	Average per station	Net revenue	Average per station	Net revenue	Average per station	Net revenue	Average per station	Net revenue	Average per station	Net revenue	Average per station	
1	Exchange service revenues:																	1
2	Subscribers station revenues.....	31,061,313	30.95	15,409	21.79	883,919	21.79	442,441	30.56	195,416	18.78	151,237	20.87	107,555	25.22	75,994	16.08	2
3	Public pay station revenues.....	4,705,303	4.69	17	1.13	45,977	1.13	12,990	.90	3,084	.30	2,127	.29	1,872	.44	1,477	.10	3
4	Miscellaneous exchange service revenues.....																	4
5	Service stations.....	10,078	.01		.23	9,321	.23		.05	1,208	.12			1,726	.40	1,386	.29	5
6	Private exchange lines.....	133,995	.13			4,257		790		170	.02							6
7	Minor rents of exchange plants.....	152,654	.15		.01	203	.01	53		117	.01	10						7
8	Other exchange revenues.....																	8
9	Total exchange service revenues.....	36,063,342	35.93	15,426	23.27	913,677	23.27	456,273	31.51	199,995	19.22	153,373	21.17	111,153	26.06	77,858	16.47	9
10	Toll service revenues:																	10
11	Message tolls.....																	11
12	Miscellaneous toll line revenues.....	10,448,304	10.41	9,133,750	5.63	228,407	5.63	11,852	.82	96,764	9.30	16,155	2.23	3,740	.88	36,807	7.79	12
13	Leased toll lines.....	420,043	.42	677,035	.02					36		8,492	1.17					13
14	Telegraph tolls.....	18,245	.02	2,060	.02	705	.02	291	.03	291	.03	155	.02					14
15	Telegraph service on toll lines.....	254,192	.25	2,013,994	.10	4,209	.10			540	.05							15
16	Minor rents of toll plants.....	35,676	.04	198,748	.01	66	.01					453	.06			13		16
17	Other toll line revenues.....					605												17
18	Total toll service revenues.....	11,176,460	11.14	12,025,588	5.77	233,991	5.77	11,852	.82	97,631	9.38	25,254	3.49	3,740	.88	36,820	7.79	18
19	Miscellaneous operating revenues:																	19
20	Messenger service.....	7,443	.01		.02	1,012	.02			787	.08	304	.04			54	.01	20
21	Telegraph commission.....	48,646	.05	6	.03	1,121	.03			185	.02							21
22	Other telegraph service charges.....	738		237														22
23	Advertising and directory.....	160,128	.16					6,271	.43	1,566	.15			218	.05	407	.09	23
24	Rents from other operating property.....	5,903	.01	241	.06	2,266	.06			207	.02							24
25	Other miscellaneous revenues.....	25,828	.03	50,701						188	.02			11		485	.10	25
26	Total miscellaneous operating revenues.....	248,686	.25	51,185	.11	4,398	.11	6,271	.43	2,934	.28	304	.04	229	.05	945	.20	26
27	Total all preceding items.....	47,488,488	47.32	12,092,199	20.14	1,182,066	20.14	474,396	32.76	300,560	28.88	178,931	24.69	115,121	27.00	115,623	24.46	27
28	Licenses revenue, Cr.....																	28
29	Licenses revenue, Dr.....			9,111,616														29
30	Total telephone operating revenues.....	45,411,756	45.25	21,203,815	20.14	1,182,066	20.14	474,396	32.76	300,560	28.88	178,931	24.69	115,121	27.00	115,623	24.46	30
31	Stations in service during year:																	31
32	Main stations.....	529,017				33,141		10,684		9,148		6,496		3,709		4,372		32
33	Extension sets.....	101,473		3,031		3,031		1,776		613		357		493		189		33
34	Private branch exchange stations.....	300,770		2,005		2,005		1,738		454		204				85		34
35	Public pay stations.....	72,553		2,384		2,384		281		193		188		63		81		35
36	Total company stations.....	1,003,593		40,561		40,561		14,479		10,408		7,246		4,265		4,727		36
37	Service and connecting stations.....	110,681		2,943		2,943		1,552		7,548				174		446		37
38	Total stations receiving telephone service.....	1,114,277		43,504		43,504		16,061		17,956		7,246		4,440		5,173		38

<sup>1</sup> This corporation is engaged primarily in the operation of toll lines, the majority of stations operated by it being merely testing stations, hence average number of stations in service during the year is not given and average revenues per station have not been computed.

<sup>2</sup> Report covers period January 1 to October 30, 1914; see Historical and Explanatory Statement.

TABLE 709: OPERATING REVENUES, TELEPHONE CORPORATIONS (CLASSES A AND B), YEAR ENDED DECEMBER 31, 1914 (concluded)

The figures given are for the corporation as a whole; they are not segregated according to state lines. Figures in *italics* denote *debits*.  
 The per station averages are based on the average number of all company stations in service during the year. The corporations are named in the order of their average revenues from telephone operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 259.

Line No.	Name of account	York State Tel. T 9	Osceola & Delaware Tel. T 10	Black River Tel. T 11	Granville Tel. T 12	Home Tel., Jamestown T 13	Orange County Tel. T 14	Allegany County Tel. T 15	Friendship Tel. T 16	Albany Home Tel. <sup>2</sup> T 17	Line No.
1	Exchange service revenues:										1
2	Subscribers station revenues.....	Dollars 97,890	Dollars 68,209	Dollars 53,305	Dollars 56,480	Dollars 67,443	Dollars 50,828	Dollars 36,945	Dollars 2,928	Dollars 1,307	2
3	Public pay station revenues.....	19.61	17.47	15.30	18.83	19.35	23.76	14.47	12.46	12.94	3
4	Miscellaneous exchange service revenues.....	23	23	.89	.10	.04	.26	.05	.23		4
5	Service stations.....	1,381	1,381	3,090	126						5
6	Private exchange lines.....	24									6
7	Minor rents of exchange plants.....										7
8	Other exchange revenues.....										8
9	Total exchange service revenues.....	99,101	70,482	56,395	56,883	67,443	51,387	37,658	2,928	1,307	9
10	Toll service revenues:										10
11	Message tolls.....	2.37	22,672	9.38	16,813	3,885	12,273	18,737	1,055	261	11
12	Miscellaneous toll line revenues.....	426			36						12
13	Leased toll lines.....										13
14	Telegraph tolls.....										14
15	Telegraph service on toll lines.....										15
16	Minor rents of toll plants.....										16
17	Other toll line revenues.....										17
18	Total toll service revenues.....	11,812	23,098	32,698	16,776	3,885	12,273	18,737	1,055	261	18
19	Miscellaneous operating revenues:										19
20	Messenger service.....		328	564	151			309			20
21	Telegraph commission.....			2,510	26						21
22	Other telegraph service charges.....			87	197			282		5	22
23	Advertising and directory.....		484	12	.07			.11		.05	23
24	Rents from other operating property.....		23	.01		780	26	.58			24
25	Other miscellaneous revenues.....	867	23								25
26	Total miscellaneous operating revenues.....	1,320	834	3,162	374	780	732	648		5	26
27	Total all preceding items.....	112,233	94,414	92,255	74,034	72,108	64,392	57,042	3,983	1,574	27
28	Licensee revenue, Cr.....										28
29	Licensee revenue, Dr.....										29
30	Total telephone operating revenues.....	112,233	94,414	92,255	74,034	72,108	64,392	57,042	3,983	1,574	30
31	Stations in service during year:										31
32	Main stations.....	Average number 4,565	Average number 3,435	Average number 3,265	Average number 2,837	Average number 3,201	Average number 1,838	Average number 2,306	Average number 228	Average number 101	32
33	Extension sets.....	309	174	95	104	257	259	134	3		33
34	Private branch exchange stations.....	70	202	125	57	27	42	109	4		34
35	Public pay stations.....	47	94								35
36	Total company stations.....	4,991	3,905	3,485	2,998	3,485	2,139	2,554	235	101	36
37	Service and connecting stations.....	194	5,368	568	157		81	1,522	38		37
38	Total stations receiving telephone service.....	5,185	9,273	4,053	3,155	3,485	2,220	4,076	273	101	38

<sup>2</sup> Report covers period January 1 to October 30, 1914; see Historical and Explanatory Statement.

<sup>3</sup> Intercommunicating sets.



TABLE 710: OPERATING EXPENSES, TELEPHONE CORPORATIONS

The figures given are for the corporation as a whole; they are not segregated according to state lines.

The per station averages are based on the average number of company stations in service during the year. Figures in *italics* denote credits.

The corporations are named in the order of their average revenues from telephone operations during the year ended December 31, 1914; for their names in

Line No.	New York Telephone T 1		American Telephone & Telegraph <sup>1</sup> T 2		Federal Telephone & Telegraph T 3		Rochester Telephone T 4		Mountain Home Telephone T 5		Line No.
	Amount	Average per station	Amount	Average per station	Amount	Average per station	Amount	Average per station	Amount	Average per station	
	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	588,165	.59	482,168	.64	26,009	.12	11,751	.81	8,406	.81	1
2	2,417,809	2.41	1,787,261	5.13	208,132	.65	28,701	1.98	30,181	2.90	2
3	569,849	.57	58,089	.58	23,598	.65	4,439	.31	213	.02	3
4	994,414	.99	181,934	.65	26,442	.65	13,564	.94	3,871	.37	4
5	1,229,955	1.23	329,939	1.87	75,792	1.87	15,641	1.08	14,222	1.37	5
6	160,272	.16	5,379	.04	1,681	.04	2,049	.14	125	.01	6
7	1,651,066	1.65	4,103	.29	11,775	.29	3,176	.22	11,952	1.15	7
8	8,199,774	8.17	3,242,151	2.47	100,000	2.47	56,656	3.91	112,304	10.79	8
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	.....	.....	.....	.05	2,005	.05	9,760	.67	.....	.....	10
11	1,375,622	1.37	1,127,213	4.44	179,947	4.44	.....	.....	6,926	.67	11
12	14,435,684	14.38	4,963,811	7.29	295,487	7.29	145,739	10.07	174,347	16.75	12
13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
14	521,578	.52	260,603	.12	4,943	.12	1,643	.11	2,164	.21	14
15	139,430	.14	46,227	.02	937	.02	657	.05	318	.03	15
16	158,267	.16	51,737	.02	756	.02	2,147	.15	.....	.....	16
17	6,656,573	6.63	858,910	3.48	141,235	3.48	62,711	4.33	47,686	4.57	17
18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18
19	191,894	.19	17,906	.01	361	.01	520	.04	.....	.....	19
20	118,674	.12	41,955	.04	9	.....	599	.04	25	.....	20
21	293,907	.29	50,204	.24	9,763	.24	1,140	.08	4,628	.44	21
22	64,370	.06	14,328	.22	8,744	.22	1,340	.09	687	.07	22
23	7,794	.01	24,109	.04	1,451	.04	.....	.....	835	.08	23
24	417,323	.42	18,121	.36	14,581	.36	6,700	.46	2,601	.25	24
25	284,305	.28	2,004	.05	1,925	.05	873	.06	28	.....	25
26	78,461	.08	40,609	.03	1,335	.03	310	.02	11	.....	26
27	8,932,675	8.90	1,426,714	4.59	185,991	4.59	78,640	5.43	58,983	5.67	27
28	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	28
29	1,005,107	1.00	85,660	.62	25,145	.62	3,337	.23	10,174	.98	29
30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30
31	404,402	.40	380,664	.07	2,673	.07	893	.06	1,860	.18	31
32	466,314	.46	56,299	.85	34,360	.85	1,459	.10	6,847	.66	32
33	39,063	.04	.....	.05	1,868	.05	.....	.....	106	.01	33
34	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	34
35	852,551	.85	3,811	.82	33,336	.82	3,689	.25	6,248	.60	35
36	696,491	.69	6,349	.56	22,914	.56	6,390	.44	4,168	.40	36
37	941,286	.94	4	.19	7,622	.19	2,075	.14	1,645	.16	37
38	945,920	.94	563	.16	6,421	.16	9,952	.69	2,120	.20	38
39	.....	.....	.....	.....	3	.....	101	.01	.....	.....	39
40	5,351,135	5.33	533,350	3.31	134,341	3.31	27,935	1.93	33,168	3.19	40
41	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	41
42	159,572	.16	464,100	.21	8,504	.21	8,250	.57	11,620	1.12	42
43	291,395	.29	864,755	.50	20,180	.50	10,359	.72	3,430	.33	43
44	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	44
45	20,259	.02	156,388	.03	1,104	.03	554	.04	2,760	.27	45
46	17,567	.02	106,172	.22	8,879	.22	1,584	.11	510	.05	46
47	62,425	.06	119,675	.48	19,619	.48	6,149	.42	535	.05	47
48	117,104	.12	584,237	.07	2,836	.07	2,167	.15	614	.06	48
49	89,400	.09	10,586	.32	12,865	.32	7,437	.51	1,682	.16	49
50	83,011	.08	12,283	.05	1,893	.05	113	.01	540	.05	50
51	56,975	.06	2,320	.06	2,294	.06	.....	.....	25	.....	51
52	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	52
53	296,461	.30	106,764	.....	.....	.....	.....	.....	.....	.....	53
54	90,636	.09	775	.01	483	.01	4,321	.30	26	.....	54
55	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	55
56	587,333	.59	549,744	.08	3,349	.08	1,838	.13	898	.09	56
57	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	57
58	1,786,824	1.78	2,977,799	2.02	82,005	2.02	42,770	2.95	22,641	2.18	58
59	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	59
60	30,506,317	30.40	9,901,674	17.20	697,824	17.20	295,084	20.38	289,139	27.78	60
61	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	61
62	Average number	Average number <sup>1</sup>	Average number	Average number	Average number	Average number	Average number	Average number	Average number	Average number	62
63	529,017	.....	.....	33,141	.....	10,684	.....	9,148	.....	.....	63
64	101,473	.....	.....	3,031	.....	1,776	.....	613	.....	.....	64
65	300,770	.....	.....	2,005	.....	1,738	.....	454	.....	.....	65
66	72,333	.....	.....	2,384	.....	281	.....	193	.....	.....	66
67	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	67
68	1,003,593	.....	.....	40,561	.....	14,479	.....	10,408	.....	.....	68
69	110,684	.....	.....	2,943	.....	1,582	.....	7,548	.....	.....	69
70	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	70
71	1,114,277	.....	.....	43,504	.....	16,061	.....	17,956	.....	.....	71

<sup>1</sup> This corporation is engaged primarily in the operation of toll lines, the majority of stations operated by it being merely testing stations, hence average number of stations in service during the year are not given and average operating expenses on such bases have not been computed.

(CLASSES A AND B), YEAR ENDED DECEMBER 31, 1914

alphabetic order and their ranking on the basis of operating revenues see page 259.

Line No.	Name of account	Glen Telephone T 6		Commercial Union Telephone <sup>2</sup> T 7		Wayne Telephone T 8		Line No.
		Amount	Average per station	Amount	Average per station	Amount	Average per station	
	<i>Maintenance:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Supervision of maintenance.....			638	.15			1
2	Repairs aerial plant.....	17,557	2.42	8,326	1.95	12,180	2.58	2
3	Repairs underground plant.....	1,031	.14	118	.03			3
4	Repairs central office equipment.....	4,020	.55	1,719	.40	4,284	.91	4
5	Repairs station equipment.....	6,194	.85	2,737	.64	4,322	.91	5
6	Repairs buildings and grounds.....	965	.13	117	.03			6
7	Station removals and changes.....	6,185	.85	804	.19	3,153	.67	7
8	Depreciation plant and equipment.....	35,606	4.91	23,700	5.56	23,000	4.87	8
9	Extraordinary depreciation.....							9
10	Other maintenance expenses.....	36		122	.03			10
11	Repairs charged to reserves, Cr.....	15,337	2.12			4,128	.87	11
12	Total maintenance expenses.....	56,136	7.75	38,281	8.98	42,811	9.06	12
	<i>Traffic:</i>							
13	Central office superintendence.....							13
14	Traffic superintendence.....	1,307	.18			794	.17	14
15	Service inspection.....							15
16	Clerical operating wages.....							16
17	Operators' wages.....	36,263	5.00	17,248	4.04	18,649	3.95	17
18	Central office supplies and expenses.....							18
19	Rest and lunch rooms.....	6						19
20	Operators' schooling.....							20
21	Transmission power.....	1,654	.23	354	.08	2,087	.44	21
22	Central office stationery and printing.....	505	.07	26		831	.18	22
23	Messenger service.....	257	.04			235	.05	23
24	Miscellaneous central office expenses.....	2,422	.33	2,002	.47	2,255	.48	24
25	Pay station expenses.....							25
26	Other traffic expenses.....	3		47	.01			26
27	Total traffic expenses.....	42,416	5.85	19,677	4.61	24,851	5.26	27
	<i>Commercial:</i>							
28	Commercial administration.....	383	.05					28
29	Promotion expenses.....					676	.14	29
30	Advertising.....	608	.08					30
31	Canvassing.....	275	.04					31
32	Sublicensee relations.....							32
33	Collection expenses.....							33
34	Revenue accounting.....	3,982	.55	2,739	.64	8,357	1.77	34
35	Revenue collecting.....	7,364	1.02	2,774	.65			35
36	Pay station commissions.....	1,014	.14	277	.06			36
37	Directory expenses.....	1,081	.15	628	.15	755	.16	37
38	Other commercial expenses.....	252	.03	3,619	.85			38
39	Total commercial expenses.....	14,960	2.06	10,037	2.35	9,788	2.07	39
	<i>General and miscellaneous:</i>							
40	General office salaries.....			13,577	3.18	4,448	.94	40
41	Salaries general officers.....	8,190	1.13					41
42	Salaries general office clerks.....	3,870	.53					42
43	General office supplies and expenses.....			9,649	2.26	3,239	.69	43
44	Expenses general officers and clerks.....	915	.13					44
45	General office stationery and printing.....	1,325	.18					45
46	Other general office supplies and expenses.....	517	.07					46
47	General law expenses.....	2,998	.41					47
48	Insurance.....	3,490	.48	1,615	.38	1,859	.39	48
49	Accidents and damages.....	278	.04					49
50	Law expenses connected with damages.....			141	.03			50
51	Miscellaneous general expenses.....							51
52	Relief department and pensions.....					145	.03	52
53	Telephone franchise requirements.....					450	.10	53
54	Amortization of franchises and patents.....							54
55	Other general expenses.....	434	.06	1,111	.26	573	.12	55
56	Telephone franchise requirements, Cr.....							56
57	Total general and miscellaneous expenses.....	22,017	3.04	26,094	6.12	10,714	2.27	57
58	Total operating expenses.....	135,528	18.70	94,090	22.06	88,164	18.65	58
	<i>Stations in service during year:</i>	<i>Average number</i>		<i>Average number</i>		<i>Average number</i>		
59	Main stations.....	6,496		3,709		4,372		59
60	Extension sets.....	357		493		189		60
61	Private branch exchange stations.....	204				85		61
62	Public pay stations.....	188		63		81		62
63	Total company stations.....	7,246		4,265		4,727		63
64	Service and connecting stations.....			174		446		64
65	Total stations receiving telephone service.....	7,246		4,440		5,173		65

<sup>2</sup> Report covers period January 1 to October 30, 1914; see Historical and Explanatory Statement.



TABLE 710: OPERATING EXPENSES, TELEPHONE CORPORATIONS

The figures given are for the corporation as a whole; they are not segregated according to state lines.  
 The per station averages are based on the average number of company stations in service during the year. Figures in *italics* denote *credits*.  
 The corporations are named in the order of their average revenues from telephone operations during the year ended December 31, 1914; for their names in

Line No.	York State T 9		Otsego & Delaware Telephone T 10		Black River Telephone T 11		Granville Telephone T 12		Home Telephone, Jamestown T 13		Orange County Telephone T 14		Line No.
	Amount	Average per station	Amount	Average per station	Amount	Average per station	Amount	Average per station	Amount	Average per station	Amount	Average per station	
1	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	1
2	2,766	.55	2,742	.70	.....	.....	874	.29	1,135	.33	1,864	.87	2
3	15,930	3.19	11,559	2.96	10,883	3.12	6,411	2.14	7,655	2.20	13,971	6.53	3
4	8	.....	39	.01	.....	.....	273	.09	461	.13	.....	.....	4
5	1,573	.32	1,420	.36	1,059	.30	625	.21	1,757	.50	183	.09	5
6	2,977	.60	3,654	.94	3,416	.98	1,770	.59	1,161	.33	3,582	1.67	6
7	254	.05	24	.01	.....	.....	6	.....	118	.03	24	.01	7
8	3,377	.68	2,950	.76	761	.22	547	.18	3,050	.88	521	.24	8
9	1,000	.20	18,200	4.66	15,000	4.30	15,616	5.21	.....	.....	9,055	4.23	9
10	162	.03	.....	.....	.....	.....	.....	.....	1,791	.51	863	.40	10
11	.....	.....	3,639	.93	3,996	1.15	3,001	1.00	.....	.....	.....	.....	11
12	28,047	5.62	36,949	9.46	27,123	7.78	23,123	7.71	17,128	4.91	30,064	14.06	12
13	.....	.....	.....	.....	160	.05	241	.08	.....	.....	.....	.....	13
14	.....	.....	907	.23	.....	.....	.....	.....	.....	.....	.....	.....	14
15	395	.08	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
17	20,569	4.12	16,657	4.27	19,476	5.59	15,572	5.19	10,619	3.05	7,633	3.57	17
18	.....	.....	.....	.....	.....	.....	1,459	.49	.....	.....	.....	.....	18
19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16	.01	19
20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
21	597	.12	1,227	.31	1,081	.31	1,793	.60	348	.10	402	.19	21
22	891	.18	223	.06	154	.04	.....	.....	.....	.....	42	.02	22
23	83	.02	316	.08	312	.09	151	.05	.....	.....	2	.....	23
24	1,772	.36	2,703	.69	1,064	.31	.....	.....	1,264	.36	711	.33	24
25	31	.01	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	25
26	.....	.....	11	.....	.....	.....	295	.10	.....	.....	.....	.....	26
27	24,338	4.88	22,044	5.65	22,246	6.38	19,513	6.51	12,231	3.51	8,805	4.12	27
28	.....	.....	1,786	.46	.....	.....	1,660	.55	.....	.....	.....	.....	28
29	.....	.....	2,311	.59	.....	.....	669	.22	603	.17	4	.....	29
30	53	.01	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30
31	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	31
32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32
33	5,357	1.07	5,680	1.45	4,180	1.20	.....	.....	1,905	.55	1,841	.86	33
34	.....	.....	.....	.....	.....	.....	2,013	.67	.....	.....	.....	.....	34
35	.....	.....	.....	.....	.....	.....	3,044	1.02	.....	.....	.....	.....	35
36	.....	.....	.....	.....	.....	.....	238	.08	.....	.....	87	.04	36
37	942	.19	1,215	.31	421	.12	329	.11	533	.15	718	.34	37
38	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	38
39	6,352	1.27	10,992	2.81	4,601	1.32	7,954	2.65	3,041	.87	2,649	1.24	39
40	10,513	2.11	4,698	1.20	3,398	.98	3,700	1.23	.....	.....	7,682	3.59	40
41	.....	.....	.....	.....	.....	.....	.....	.....	2,000	.57	.....	.....	41
42	.....	.....	.....	.....	.....	.....	.....	.....	5,461	1.57	.....	.....	42
43	987	.20	1,134	.29	928	.27	824	.27	2,366	.68	587	.27	43
44	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	44
45	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	45
46	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	46
47	683	.14	9	.....	.....	.....	150	.05	1,128	.32	394	.18	47
48	2,520	.50	1,372	.35	1,296	.37	1,578	.53	1,457	.42	733	.34	48
49	38	.01	29	.01	.....	.....	1,102	.03	.....	.....	.....	.....	49
50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50
51	.....	.....	804	.21	528	.15	.....	.....	216	.06	.....	.....	51
52	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	.....	52
53	.....	.....	.....	.....	.....	.....	53	.02	1,022	.29	.....	.....	53
54	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	54
55	1,924	.39	360	.09	.....	.....	567	.19	6	.....	75	.03	55
56	.....	.....	.....	.....	.....	.....	53	.02	.....	.....	.....	.....	56
57	16,664	3.34	8,406	2.15	6,150	1.76	6,717	2.24	13,657	3.92	9,474	4.43	57
58	75,401	15.11	78,391	20.07	60,120	17.25	57,307	19.12	46,057	13.21	50,991	23.84	58
59	<i>Average number</i>	<i>Average number</i>	<i>Average number</i>	<i>Average number</i>	<i>Average number</i>	<i>Average number</i>	<i>Average number</i>	<i>Average number</i>	<i>Average number</i>	<i>Average number</i>	<i>Average number</i>	<i>Average number</i>	59
60	4,565	3.435	3,435	.....	3,265	.....	2,837	.....	3,201	.....	1,838	.....	60
61	309	174	202	.....	95	.....	104	.....	257	.....	259	.....	61
62	70	94	.....	.....	125	.....	57	.....	27	.....	42	.....	62
63	4,991	3,905	3,485	.....	3,485	.....	2,998	.....	3,485	.....	2,139	.....	63
64	194	5,368	563	.....	.....	.....	157	.....	.....	.....	81	.....	64
65	5,185	9,273	4,053	.....	.....	.....	3,155	.....	3,485	.....	2,220	.....	65

\* Reimbursement for amount charged in previous year.

(CLASSES A AND B), YEAR ENDED DECEMBER 31, 1914 (*concluded*)

alphabetetic order and their ranking on the basis of operating revenues see page 259.

Line No.	Name of account	Allegheny County Telephone T 15		Friendship Telephone T 16		Albany Home Telephone <sup>2</sup> T 17		Line No.
		Amount	Average per station	Amount	Average per station	Amount	Average per station	
	<i>Maintenance:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Supervision of maintenance.....	1,580	.62	108	.46	512	5.07	1
2	Repairs aerial plant.....	8,887	3.48	540	2.30	2,025	20.05	2
3	Repairs underground plant.....	1						3
4	Repairs central office equipment.....	857	.34			437	4.33	4
5	Repairs station equipment.....	2,800	1.10	386	1.64			5
6	Repairs buildings and grounds.....	15	.01			46	.46	6
7	Station removals and changes.....	800	.31	107	.46	237	2.35	7
8	Depreciation plant and equipment.....	10,700	4.19					8
9	Extraordinary depreciation.....							9
10	Other maintenance expenses.....					3	.03	10
11	Repairs charged to reserves, Cr.....	5,325	2.08	216	.92	319	3.16	11
12	Total maintenance expenses.....	20,306	7.95	924	3.93	2,942	29.13	12
	<i>Traffic:</i>							
13	Central office superintendence.....	915	.36	96	.41			13
14	Traffic superintendence.....							14
15	Service inspection.....							15
16	Clerical operating wages.....							16
17	Operators' wages.....	11,007	4.31	1,024	4.36	2,151	21.30	17
18	Central office supplies and expenses.....			291	1.24	1,726	17.09	18
19	Rest and lunch rooms.....							19
20	Operators' schooling.....							20
21	Transmission power.....	815	.32					21
22	Central office stationery and printing.....	521	.20					22
23	Messenger service.....	355	.14					23
24	Miscellaneous central office expenses.....	1,597	.63					24
25	Pay station expenses.....							25
26	Other traffic expenses.....	28	.01			6	.06	26
27	Total traffic expenses.....	15,237	5.97	1,411	6.00	3,884	38.46	27
	<i>Commercial:</i>							
28	Commercial administration.....	1,464	.57	96	.41			28
29	Promotion expenses.....	807	.32					29
30	Advertising.....							30
31	Canvassing.....							31
32	Sublicensee relations.....							32
33	Collection expenses.....	4,884	1.91	796	3.39	3,766	37.29	33
34	Revenue accounting.....							34
35	Revenue collecting.....							35
36	Pay station commissions.....							36
37	Directory expenses.....	402	.16					37
38	Other commercial expenses.....	131	.05					38
39	Total commercial expenses.....	7,687	3.01	892	3.79	3,766	37.29	39
	<i>General and miscellaneous:</i>							
40	General office salaries.....	2,508	.98					40
41	Salaries general officers.....							41
42	Salaries general office clerks.....							42
43	General office supplies and expenses.....	398	.16			1,471	14.56	43
44	Expenses general officers and clerks.....							44
45	General office stationery and printing.....							45
46	Other general office supplies and expenses.....							46
47	General law expenses.....							47
48	Insurance.....	836	.33	20	.09	486	4.81	48
49	Accidents and damages.....					886	8.77	49
50	Law expenses connected with damages.....					315	3.12	50
51	Miscellaneous general expenses.....					845	8.37	51
52	Relief department and pensions.....	387	.15					52
53	Telephone franchise requirements.....							53
54	Amortization of franchises and patents.....							54
55	Other general expenses.....	774	.30					55
56	Telephone franchise requirements, Cr.....							56
57	Total general and miscellaneous expenses.....	4,903	1.92	20	.09	4,003	39.63	57
58	Total operating expenses.....	48,133	18.85	3,247	13.82	14,594	144.49	58
	<i>Stations in service during year:</i>	<i>Average number</i>		<i>Average number</i>		<i>Average number</i>		
59	Main stations.....	2,306		228				59
60	Extension sets.....	134		3		101		60
61	Private branch exchange stations.....	45						61
62	Public pay stations.....	109		4				62
63	Total company stations.....	2,554		235		101		63
64	Service and connecting stations.....	1,522		38				64
65	Total stations receiving telephone service.....	4,076		273		101		65

<sup>2</sup> Report covers period January 1 to October 30, 1914; see Historical and Explanatory Statement.<sup>4</sup> Intercommunicating sets.



TABLE 711: OPERATING STATISTICS, TELEPHONE CORPORATIONS (CLASSES A AND B), YEAR ENDED DECEMBER 31, 1914

The figures given are for the corporation as a whole; they are not segregated according to state lines.  
The corporations are named in the order of their average revenues from telephone operations during the year ended December 31, 1914, for their names in alphabetic order and their ranking on the basis of operating revenues see page 239.

Corp. No.	Name of corporation	Central offices and equipment in service at close of year					Number of stations in service at close of year					Average number of messages per month				
		Number of central offices	Number of positions	Number of lines	Number of working lines	Main stations	Extension sets	Private branch exchange stations	Public pay stations	Total number company stations	Service and connecting stations	Private line stations	All classes of stations	Local exchange telephone messages	Company	Toll messages
T 1	New York Telephone.....	464	7,424	724,045	598,041	546,412	104,804	311,447	73,036	1,035,789	111,261	7,855	1,154,905	85,954,825	6,996,249	453,276
T 2	American Telephone and Telegraph.....	.....	.....	.....	.....	1,205	.....	.....	.....	1,293	.....	.....	1,293	170,516	2,975,043	.....
T 3	Federal Telephone & Telegraph.....	68	196	38,902	20,352	33,841	3,031	2,005	2,384	40,561	2,943	216	43,720	9,085,344	70,211	.....
T 4	Rochester Telephone.....	2	86	9,620	8,914	10,860	1,841	1,742	297	14,713	1,699	121	16,533	3,591,690	2,379	10,061
T 5	Mountain Home Telephone.....	22	93	5,751	4,751	8,507	6,334	208	194	9,798	7,644	15	17,457	2,135,227	28,417	4,738
T 6	Glen Telephone.....	10	43	4,408	3,738	6,384	376	208	88	7,156	.....	.....	7,156	425,929	19,963	7,200
T 7	Wayne Telephone.....	14	46	2,850	2,441	4,392	306	70	203	4,815	190	.....	5,249	596,700	10,071	11,532
T 8	York State Telephone.....	5	30	2,423	1,446	3,434	180	.....	92	3,909	5,369	.....	5,005	1,199,353	5,263	3,628
T 9	Osago and Delaware Telephone.....	9	31	1,428	1,228	3,395	101	203	126	3,622	561	.....	4,183	573,310	8,521	832
T 10	Black River Telephone.....	16	33	2,330	1,207	3,819	104	.....	56	2,979	158	.....	3,137	462,424	13,619	190
T 11	Granville Telephone.....	15	13	1,440	1,207	2,201	260	.....	27	3,485	.....	.....	3,485	780,000	4,999	5,964
T 12	Home Telephone, Jamestown.....	1	17	1,444	1,151	2,847	260	.....	44	2,151	126	.....	2,292	337,542	3,949	8,003
T 13	Orange County Telephone.....	5	23	1,444	1,151	2,847	260	.....	114	2,518	389	.....	2,907	318,811	4,930	3,838
T 14	Allegany County Telephone.....	9	22	1,490	963	2,274	125	.....	5	2,518	38	.....	2,69	30,629	75	846
T 15	Friendship Telephone.....	1	2	95	83	224	3	.....	4	231	.....	.....	.....	.....	.....	.....

Plant mileage at close of year<sup>1</sup>

Corp. No.	Name of corporation	Plant mileage at close of year 1										Wire in sub-marine cable		
		Aerial wire					Underground conduit							
		Pole line	Wire in aerial cable	Bare copper wire, exchange	Other bare wire, exchange	Covered wire, exchange	Bare copper wire, toll	Other bare wire, toll	Covered wire, toll	Total aerial wire	Total phonon circuit		Trench	Duct
1	New York Telephone.....	21,194	610,982	43,694	61,756	54,221	97,724	8,452	480	266,327	10,109	1,661	9,031	2,608,753
2	American Telephone and Telegraph.....	26,288	6,031	81	8,401	421,772	9,219	2,481	.....	424,736	52,666	576	2,288	90,900
3	Federal Telephone & Telegraph.....	2,747	23,443	582	8,829	2,497	9,219	3,363	.....	24,489	465	77	230	48,432
4	Rochester Telephone.....	185	4,937	283	1,165	2,903	117	72	.....	2,539	.....	.....	.....	38,023
5	Mountain Home Telephone.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	Glen Telephone.....	557	3,816	.....	2,215	.....	.....	.....	.....	2,215	.....	.....	30	4,595
7	Wayne Telephone.....	759	2,464	.....	2,805	29	1,011	493	.....	4,338	63	.....	2	255
8	York State Telephone.....	200	3,606	145	313	359	1,011	.....	.....	1,273	.....	.....	16	1,713
9	Osago and Delaware Telephone.....	495	2,014	68	1,627	183	957	522	24	3,381	161	2	10	1,525
10	Black River Telephone.....	820	602	12	3,579	63	1,127	330	40	5,151	148	.....	1	106
11	Granville Telephone.....	627	1,089	.....	2,119	130	582	575	.....	3,406	59	1	2	187
12	Home Telephone, Jamestown.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	Orange County Telephone.....	114	12	34	545	16	.....	.....	.....	595	.....	.....	6	2
14	Allegany County Telephone.....	401	1,128	.....	1,451	63	1,007	341	.....	2,862	39	1	102	117
15	Friendship Telephone.....	43	36	.....	224	4	.....	.....	.....	228	.....	.....	.....	.....

<sup>1</sup> Shown to nearest mile.<sup>2</sup> All messages are included under "Company tolls," since the respondent is engaged primarily in the operation of toll lines and transmits messages originating at stations of other companies and operates practically no stations of its own.<sup>3</sup> Respondent has in addition one-half interest in 13 miles and one-third interest in 38 miles of pole line.<sup>4</sup> Johnston and Gloversville only; no record kept for other municipalities served.<sup>5</sup> Middletown only; no record kept for Bloominggrove, New Hampton, Pine Bush, and Wurtsboro.<sup>6</sup> Intercommunicating sets.

TABLE 714: ACCIDENTS TO PERSONS, TELEPHONE CORPORATIONS (CLASSES A AND B), YEAR ENDED DECEMBER 31, 1914

The figures given are for the corporation as a whole; they are not segregated according to state lines.

The corporations are named in the order of their average revenues from telephone operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 259.

Corp. No.	Name of corporation	Number of employees						Other persons			
		Latest June payroll	Latest December payroll	Killed		Injured		Killed		Injured	
				Within State of New York	Outside State of New York	Within State of New York	Outside State of New York	Within State of New York	Outside State of New York	Within State of New York	Outside State of New York
T 1	New York Telephone.....	27,275	25,575	8	3	2,415	215	4	2	162	28
T 2	American Telephone and Telegraph.....	3,849	3,768	.....	4	15	115	.....	.....	1	7
T 3	Federal Telephone & Telegraph.....	1,220	1,154	1	.....	46	1	1	.....	1	.....
T 4	Rochester Telephone.....	293	300	.....	.....	4	.....	.....	.....	2	.....
T 5	Mountain Home Telephone.....	321	228	.....	.....	4	.....	.....	.....	1	.....
T 6	Glen Telephone.....	215	188	.....	.....	7	.....	.....	.....	.....	.....
T 7	Commercial Union Telephone <sup>1</sup> .....	84	81	.....	.....	.....	.....	.....	.....	.....	.....
T 8	Wayne Telephone.....	110	104	.....	.....	1	.....	.....	.....	.....	.....
T 9	York State Telephone.....	114	94	.....	.....	.....	.....	.....	.....	.....	.....
T 10	Otsego and Delaware Telephone.....	137	108	.....	.....	.....	.....	.....	.....	.....	.....
T 11	Black River Telephone.....	104	96	.....	.....	1	.....	.....	.....	.....	.....
T 12	Granville Telephone.....	102	91	.....	.....	1	.....	.....	.....	.....	.....
T 13	Home Telephone, Jamestown.....	73	59	.....	.....	.....	.....	.....	.....	.....	.....
T 14	Orange County Telephone.....	72	62	.....	.....	2	.....	.....	.....	.....	.....
T 15	Allegany County Telephone.....	79	68	.....	.....	.....	.....	.....	.....	.....	.....
T 16	Friendship Telephone.....	23	23	.....	.....	.....	.....	.....	.....	.....	.....
T 17	Albany Home Telephone <sup>1</sup> .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....		33,971	31,999	9	7	2,496	331	5	2	167	35

<sup>1</sup> Report covers period January 1 to October 30, 1914; see Historical and Explanatory Statement.





## TELEPHONE CORPORATIONS (CLASS C)

Telephone Corporations of Class C are those whose operating revenues for the three years next preceding that covered by the latest annual report to the Commission have averaged not over \$50,000 per annum. The figures following the name give the order in which the corporation appears in the tables.

Ashville and Panama Telephone and Telegraph Company.....	Tm 54	New Lisbon Farm Telephone Company.....	Tm 64
Ausable Home Telephone Company.....	Tm 81	North Creek Telephone Company.....	Tm 58
Baiting Hollow and Roanoke Telephone Company, The.....	Tm 53	Northern Tioga Telephone Company, The.....	Tm 60
Bergen Telephone Company, The.....	Tm 69	North Shore Telephone Company, The.....	Tm 83
Brockport Telephone Company.....	Tm 45	Northwestern Telephone and Telegraph Company.....	Tm 4
Byron Telephone Company, The.....	Tm 71	Ogden Telephone Company.....	Tm 44
Candor Telephone Company.....	Tm 76	Oneida County Rural Telephone Company.....	Tm 59
Catskill Mountain Telephone Company, The.....	Tm 19	Ontario County Mutual Telephone Company.....	Tm 39
Cattaraugus Union Telephone Company.....	Tm 11	Oswego County Independent Telephone Company.....	Tm 2
Cayuga Southern Telephone Company.....	Tm 35	Our Own Telephone Company.....	Tm 52
Cazenovia Telephone Company.....	Tm 25	Patrons Telephone Company, The.....	Tm 67
Champlain Telephone Company, The.....	Tm 30	Perry Telephone Company, The.....	Tm 9
Chenango Valley Telephone Company.....	Tm 49	Pioneer Telephone Company of Clarence, The.....	Tm 74
Chestertown Telephone Company.....	Tm 75	Port Byron Telephone Company.....	Tm 47
Cohoes-Waterford Home Telephone Company.....	Tm 3	Port Henry Telephone Company, The.....	Tm 23
Columbia and Rensselaer Telephone and Telegraph Company, The.....	Tm 13	Port Jervis Telephone Company.....	Tm 6
Columbia Telephone Company of Hudson, N. Y.....	Tm 7	Portland Telephone Company.....	Tm 42
Cornwall Telephone Company.....	Tm 27	Prattsburg Overland Telephone Company, The.....	Tm 24
Darien Telephone Company.....	Tm 46	Reading and Rock Stream Telephone and Telegraph Company, The.....	Tm 73
Delhi Telephone Company, The.....	Tm 40	Red Hook Telephone Company.....	Tm 17
Downsville Telephone Company.....	Tm 68	Red Jacket Telephone Company, The.....	Tm 55
Dunkirk and Fredonia Telephone Company.....	Tm 14	Ripley Telephone Company.....	Tm 62
Earlville Telephone Company, The.....	Tm 66	Rose Telephone Company, The.....	Tm 20
East Randolph Telephone Company.....	Tm 61	Rushford Telephone Company.....	Tm 78
Eden Telephone Company.....	Tm 56	Seneca-Gorham Telephone Company.....	Tm 16
Erie-Wyoming Telephone Company, The.....	Tm 57	Sherburne Telephone Company, The.....	Tm 50
Farm and Village Telephone Company.....	Tm 10	Sherman Telephone Company.....	Tm 38
Geneva Telephone Company.....	Tm 1	State Line Telephone Company.....	Tm 21
Hamlin Rural Telephone Company, The.....	Tm 51	State Telephone Company.....	Tm 31
Heuvelton Telephone Company.....	Tm 70	Suffolk County Telephone Company.....	Tm 77
Highland Telephone Company.....	Tm 8	Ticonderoga Home Telephone Company.....	Tm 15
Hilton Telephone Company, The.....	Tm 36	Trumansburg Home Telephone Company.....	Tm 37
Independent Union Telephone Company.....	Tm 72	Union Telephone Company.....	Tm 29
Interlake Telephone Company.....	Tm 5	Walden Telephone Company, The.....	Tm 18
Keeseville Telephone Company.....	Tm 22	Walton Home Telephone Company.....	Tm 80
Lewis and Hall Telephone Company, The.....	Tm 65	Walton People's Telephone Company.....	Tm 28
Long Lake Telephone Company, Inc.....	Tm 82	Warwick Valley Telephone Company.....	Tm 32
Marquis Telephone and Telegraph Company.....	Tm 12	Waterville Telephone Company.....	Tm 41
Mayville Telephone Company.....	Tm 63	Western Sullivan Telephone and Telegraph Company.....	Tm 48
Monticello Telephone Company.....	Tm 34	Westfield Telephone Company.....	Tm 26
Morrisville Telephone Company.....	Tm 43	West Valley Telephone Company, The.....	Tm 79
New Berlin Telephone Company.....	Tm 33		

Returns not tabulated; see Historical and Explanatory Statement.

Olean Interstate Telephone Company

Truxton and Cuyler Telephone Company

## UNINCORPORATED TELEPHONE PLANTS (CLASS C)

Marcellus (F. W. Knapp).....	ITm 1	New Woodstock (Cummings Telephone Company).....	ITm 2
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TABLE 701: BALANCE SHEET, TELEPHONE CORPORATIONS (CLASS C), DECEMBER 31, 1914

The figures given are for the corporation as a whole; they are not segregated according to state lines. Figures in *italics* denote *credit balances* on the liabilities side. The corporations are named in the order of their average revenues from telephone operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 283.

Line No.	Item	Geneva Tel. Tm 1	Oswego County Ind. Tel. Tm 2	Cohoes-Waterford Home Tel. <sup>1</sup> Tm 3	North-western T. & T. Tm 4	Interlake Tel. Tm 5	Port Jervis Tel. Tm 6	Columbia Tel., Hudson Tm 7	Highland Tel. Tm 8	Perry Tel. Tm 9	Farm & Village Tel. Tm 10	Cattaraugus Union Tel. Tm 11	Marquis T. & T. Tm 12	Columbia & Rensselaer T. & T. Tm 13	Dunkirk & Fredonia Tel. Tm 14	Line No.
1	Fixed capital.....	265,506	239,334	269,709	123,373	103,894	54,070	220,435	54,799	57,317	67,545	80,594	106,632	47,248	56,704	1
2	Construction work in progress.....	10,913	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,838	.....	.....	.....	2
3	Investments.....	.....	.....	.....	.....	.....	5,950	12,873	843	.....	.....	.....	.....	.....	.....	3
4	Cash and deposits.....	196	5,018	16,369	.....	868	2,338	510	106	.....	1,726	365	625	1,303	949	4
5	Bills and accounts receivable.....	5,212	7,739	1,951	5,564	4,157	3,712	14,691	5,613	1,336	3,817	882	8,125	3,154	302	5
6	Materials and supplies.....	24	23	2,241	1,828	2,714	1,895	2,930	2,670	798	113	2,088	1,000	932	351	6
7	Other current assets.....	.....	.....	99	1,185	293	.....	.....	4,250	.....	.....	5,192	.....	.....	.....	7
8	All other debit balances.....	296	1,628	.....	.....	.....	.....	.....	.....	.....	2,195	.....	.....	.....	.....	8
9	Corporate deficit.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	Total.....	282,147	253,743	290,370	131,951	111,927	67,965	251,594	66,530	59,450	75,396	89,759	116,352	52,637	58,306	10
11	Stock.....	75,000	100,000	118,850	55,000	40,000	30,000	157,000	39,610	10,000	20,000	31,000	80,600	30,000	40,000	11
12	Long term debt.....	92,500	94,700	125,000	44,500	.....	17,000	58,000	10,000	30,000	3,000	35,200	2,501	2,346	4,592	12
13	Bills and accounts payable.....	11,194	.....	.....	8,447	.....	5,589	32,351	5,117	10,342	33,427	13,603	2,501	.....	.....	13
14	Other current liabilities.....	2,898	2,071	6,401	1,241	123	2,906	1,329	299	250	374	1,168	47	.....	.....	14
15	Reserve for accrued depreciation.....	706	35,000	21,729	18,821	28,759	10,094	.....	9,587	3,355	18,595	7,066	23,716	.....	12,000	15
16	All other credit balances.....	.....	.....	2,129	2,129	34,893	7,375	2,914	1,917	5,503	.....	1,722	.....	20,291	1,714	16
17	Corporate surplus unappropriated.....	99,850	21,972	18,390	1,813	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17

<sup>1</sup> Balance sheet as of October 30, 1914; see Historical and Explanatory Statement.

<sup>2</sup> Reserve for extraordinary depreciation.

<sup>3</sup> Income invested in fixed capital.

TABLE 702: INCOME AND CORPORATE SURPLUS OR DEFICIT ACCOUNTS, TELEPHONE CORPORATIONS (CLASS C), YEAR ENDED DECEMBER 31, 1914

The figures given are for the corporation as a whole; they are not segregated according to state lines. Figures in *italics* denote *losses during year and deficits*. The corporations are named in the order of their average revenues from telephone operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 283.

Line No.	Item	Geneva Tel. Tm 1	Oswego County Ind. Tel. <sup>2</sup> Tm 2	Cohoes-Waterford Home Tel. <sup>2</sup> Tm 3	North-western T. & T. Tm 4	Interlake Tel. Tm 5	Port Jervis Tel. Tm 6	Columbia Tel., Hudson Tm 7	Highland Tel. Tm 8	Perry Tel. Tm 9	Farm & Village Tel. Tm 10	Cattaraugus Union Tel. Tm 11	Marquis T. & T. Tm 12	Columbia & Rensselaer T. & T. Tm 13	Dunkirk & Fredonia Tel. Tm 14	Line No.
1	Operating revenues.....	40,875	40,563	27,993	32,139	28,166	25,981	23,558	20,103	19,918	18,911	18,539	18,050	17,574	17,509	1
2	Operating expenses.....	19,106	27,100	22,562	26,841	20,926	16,697	15,377	12,678	15,074	14,599	13,862	13,440	8,367	12,919	2
3	Uncollectible bills.....	.....	.....	.....	60	202	.....	.....	.....	.....	.....	.....	900	606	.....	3
4	Taxes.....	1,106	1,700	1,300	907	961	1,500	1,639	600	770	732	800	480	.....	520	4
5	Total revenue deductions.....	20,212	28,800	23,862	27,809	22,090	18,197	17,016	13,278	15,843	15,331	14,662	14,821	9,908	13,440	5
6	Income from telephone operations.....	20,663	11,763	4,131	4,330	6,076	7,784	6,542	6,825	4,075	3,580	3,877	3,229	7,666	4,069	6
7	Non-operating income.....	50	.....	265	411	522	106	932	167	.....	.....	.....	48	320	.....	7
8	Gross income.....	20,713	11,763	4,396	4,741	6,598	7,890	7,474	6,992	4,075	3,580	3,877	3,277	7,986	4,069	8
9	Deductions from gross income:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	Interest on funded debt.....	5,550	4,785	6,250	2,250	.....	850	2,900	600	1,500	180	2,110	.....	.....	.....	10
11	Other interest.....	501	.....	.....	383	.....	3	1,223	282	505	1,486	429	.....	126	783	11
12	Rents.....	.....	253	71	1,844	771	68	122	477	340	527	765	500	505	.....	12
13	Other deductions.....	.....	720	.....	55	.....	.....	.....	500	.....	.....	.....	.....	.....	.....	13
14	Total deductions from income.....	6,051	5,758	6,321	4,532	771	921	4,245	1,859	2,345	2,193	3,304	500	631	783	14
15	Net corporate income.....	14,662	6,004	1,925	210	5,827	6,969	3,229	5,133	1,730	1,387	573	2,777	7,355	3,286	15
16	Surplus or deficit at beginning of period.....	85,290	22,420	22,062	1,554	37,828	3,563	13,068	6,342	3,773	3,682	1,149	6,950	14,642	828	16
17	Additions to surplus.....	263	548	23	109	.....	442	4,215	11	.....	.....	.....	364	1,500	.....	17
18	Dividends declared.....	.....	17,000	.....	.....	4,000	3,600	6,155	6,719	.....	.....	.....	500	1,500	2,400	18
19	Miscellaneous deductions from surplus.....	365	.....	1,771	61	34,893	7,375	2,914	1,917	5,503	2,195	1,722	72	56	.....	19
	Surplus or deficit at close of period.....	99,850	21,972	18,390	1,813	.....	.....	.....	.....	.....	.....	.....	9,519	20,291	1,714	

<sup>1</sup> Includes \$3000 dividends declared during 1913 but not entered on books of respondent at that time.

<sup>2</sup> Income account covers period January 1 to October 30, 1914; see Historical and Explanatory Statement.

<sup>3</sup> Income invested in fixed capital installed since December 31, 1911.

<sup>4</sup> Includes \$2151 addition to the inventory value of materials and supplies.

<sup>5</sup> Represents retirements of physical property not previously written off.

<sup>6</sup> Includes \$6314 appropriated to the Reserve for accrued depreciation.

TABLE 701: BALANCE SHEET, TELEPHONE CORPORATIONS (CLASS C), DECEMBER 31, 1914 (continued)

The figures given are for the corporation as a whole; they are not segregated according to state lines. Figures in *italics* denote *credit balances* on the assets side and *debit balances* on the liabilities side. The corporations are named in the order of their average revenues from telephone operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 283.

Line No.	Item	Ticonderoga Tel. Tm 15	Seneca-Gorham Tel. Tm 16	Red Hook Tel. Tm 17	Walden Tel. Tm 18	Catskill Mountain Tel. Tm 19	Rose Tel. Tm 20	State Line Tel. Tm 21	Keeseville Tel. Tm 22	Port Henry Tel. Tm 23	Prattsburg Overland Tel. Tm 24	Cazenovia Tel. Tm 25	Westfield Tel. Tm 26	Cornwall Tel. Tm 27	Walton People's Tel. Tm 28
1	Fixed capital.....	Dollars 53,113	63,087	75,561	36,918	20,788	38,843	260,586	28,103	17,885	30,382	15,190	19,270	39,170	Dollars 65,795
2	Construction work in progress.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	337	.....	.....	.....	.....
3	Investments.....	.....	150	.....	715,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	Cash and deposits.....	10,992	222	963	86	2,083	101	71	1,386	5,146	.....	455	3,854	.....	25
5	Bills and accounts receivable.....	3,860	8,782	4,615	3,449	1,800	2,504	21,887	3,270	1,748	2,548	2,717	5,538	4,784	1,406
6	Materials and supplies.....	1,738	1,229	.....	1,491	598	1,132	1,904	933	1,258	1,274	143	300	.....	9,768
7	Other current assets.....	.....	.....	.....	.....	.....	17	.....	.....	.....	12	.....	.....	.....	292
8	All other debit balances.....	.....	.....	.....	.....	1,111	137	550,742	.....	.....	.....	.....	2,000	129	275
9	Corporate deficit.....	.....	.....	.....	.....	16,673	.....	.....	.....	.....	.....	.....	.....	.....	100
10	Total.....	69,703	73,270	81,138	56,944	43,053	42,733	835,191	33,692	26,067	34,552	18,506	30,982	44,083	77,661
11	Stock.....	35,000	29,700	50,000	30,000	25,000	15,000	609,200	7,600	15,000	13,350	1,000	25,000	25,000	30,000
12	Long term debt.....	.....	24,300	.....	.....	9,500	20,000	.....	.....	.....	1,000	.....	.....	.....	30,000
13	Bills and accounts payable.....	7,006	11,280	2,120	6,576	2,865	3,935	224,104	7,135	.....	2,454	735	300	15,927	350
14	Other current liabilities.....	.....	2,887	.....	.....	922	250	1,887	.....	.....	199	.....	.....	.....	1,371
15	Reserve for accrued depreciation.....	8,000	2,523	2,544	2,645	3,711	1,300	.....	3,267	.....	3,681	.....	2,350	97	4,700
16	All other credit balances.....	.....	308	3,500	.....	1,054	200	.....	15,511	11,067	.....	.....	2,582	.....	2,142
17	Corporate surplus unappropriated.....	19,697	2,272	22,974	2,723	.....	2,048	.....	.....	.....	13,868	16,771	.....	3,253	9,099

\* Reserve for amortization of intangibles.

† Land not used in operations.

\* Common stock has not been taken into account in prior reports to the Commission although it is stated that

it was "Made full paid and issued in payment for certain contracts and patents, and later certain portion was given as a bonus for preferred stock".

\* Includes \$4381 described by respondent as "deficit for year". As the deficit has already been accounted for in the profit and loss statement, it is not clear what this item actually represents.

TABLE 702: INCOME AND CORPORATE SURPLUS OR DEFICIT ACCOUNTS, TELEPHONE CORPORATIONS (CLASS C), YEAR ENDED DECEMBER 31, 1914 (continued)

The figures given are for the corporation as a whole; they are not segregated according to state lines. Figures in *italics* denote *losses during year and deficits*. The corporations are named in the order of their average revenues from telephone operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 283.

Line No.	Item	Ticonderoga Tel. Tm 15	Seneca-Gorham Tel. Tm 16	Red Hook Tel. Tm 17	Walden Tel. Tm 18	Catskill Mountain Tel. Tm 19	Rose Tel. Tm 20	State Line Tel. Tm 21	Keeseville Tel. Tm 22	Port Henry Tel. Tm 23	Prattsburg Overland Tel. Tm 24	Cazenovia Tel. Tm 25	Westfield Tel. Tm 26	Cornwall Tel. Tm 27	Walton People's Tel. Tm 28
1	Operating revenues.....	Dollars 16,295	15,803	15,730	13,800	13,143	12,834	12,825	12,438	11,681	11,640	11,469	11,319	11,081	Dollars 10,854
2	Operating expenses.....	10,283	10,501	7,641	8,530	8,523	9,599	11,285	12,933	5,929	10,164	6,902	7,264	6,816	8,657
3	Uncollectible bills.....	.....	300	258	.....	60	163	.....	65	.....	.....	320	231	.....	111
4	Taxes.....	767	446	.....	615	600	438	866	398	442	491	.....	.....	425	420
5	Total revenue deductions.....	11,050	11,247	7,899	9,145	9,182	10,200	12,151	13,396	6,371	10,656	7,222	7,495	7,241	9,188
6	Income from telephone operations.....	5,245	4,556	7,831	4,655	3,961	2,634	674	953	5,310	984	4,246	3,823	3,840	1,766
7	Non-operating income.....	.....	.....	.....	.....	109	.....	712	.....	14	213	.....	50	.....	225
8	Gross income.....	5,245	4,556	7,831	4,655	4,070	2,634	1,386	953	5,324	1,197	4,246	3,873	3,840	1,991
9	Deductions from gross income:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10	Interest on funded debt.....	.....	1,395	.....	750	475	900	.....	.....	.....	73	.....	.....	.....	1,800
11	Other interest.....	.....	659	.....	99	168	56	1,887	.....	.....	254	110	.....	724	.....
12	Rents.....	241	106	896	234	1,599	740	.....	250	.....	.....	196	.....	1,632	150
13	Other deductions.....	.....	.....	.....	422	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	Total deductions from income.....	241	2,160	896	1,505	2,242	1,696	1,887	250	.....	401	306	.....	2,356	1,950
15	Net corporate income.....	5,003	2,396	6,936	3,150	1,828	938	501	1,208	5,324	796	3,940	3,873	1,484	41
16	Surplus or deficit at beginning of period.....	18,204	13,958	14,659	13,200	16,783	1,110	49,629	10,429	7,993	13,326	13,231	208	3,269	7,330
17	Additions to surplus.....	.....	.....	71,380	.....	.....	.....	.....	7,290	2,250	.....	400	1,500	.....	11,252
18	Dividends declared.....	3,500	1,732	.....	750	1,365	.....	.....	.....	.....	254	.....	.....	1,500	.....
19	Miscellaneous deductions from surplus.....	10	300	.....	12,878	354	.....	500,713	.....	11,067	.....	.....	2,582	.....	1,123
19	Surplus or deficit at close of period.....	19,697	2,272	22,974	2,723	16,673	2,048	550,742	15,511	.....	13,868	16,771	.....	3,253	9,099

\* Unexplained difference between surplus developed from the income statement and surplus shown by statement of assets and liabilities.

\* Includes \$12,000 formerly carried in the fixed capital accounts as "Leases".

\* Includes \$500,000 common stock not taken into account in prior reports to the Commission although it is stated that it was "Made full paid and issued in payment for certain contracts and patents, and later certain portion was given as a bonus for preferred stock".

\* No report made not in agreement with amount shown on balance sheet given in previous year's report.

\* Includes \$2500 "to adjust bills receivable".



TABLE 701: BALANCE SHEET, TELEPHONE CORPORATIONS (CLASS C), DECEMBER 31, 1914 (continued)

The figures given are for the corporation as a whole; they are not segregated according to state lines. Figures in *italics* denote *credit balances* on the assets side and *debit balances* on the liabilities side. The corporations are named in the order of their average revenues from telephone operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 283.

Line No.	Item	Union Tel. Tm 29	Champlain Tel. Tm 30	State Tel. Tm 31	Warwick Valley Tel. Tm 32	New Berlin Tel. Tm 33	Monticello Tel. Tm 34	Cayuga Southern Tel. Tm 35	Hilton Tel. Tm 36	Trumansburg Home Tel. Tm 37	Sherman Tel. Tm 38	Ontario County Mutual Tel. Tm 39	Delhi Tel. Tm 40	Water-ville Tel. Tm 41	Portland Tel. Tm 42
1	Fixed capital.....	25,885	30,481	24,410	40,988	34,051	14,666	44,301	16,102	40,623	25,000	33,061	27,214	38,986	13,554
2	Construction work in progress.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	Investments.....	.....	.....	125	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	Cash and deposits.....	.....	85	.....	37	2,693	215	292	986	100	2,021	701	236	306	106
5	Bills and accounts receivable.....	739	1,475	2,098	2,084	562	961	1,061	1,406	1,500	4,474	1,533	2,299	2,203	2,974
6	Materials and supplies.....	1,765	354	.....	1,671	.....	1,110	2,054	991	350	700	891	782	504	434
7	Other current assets.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	45	77	.....
8	All other debit balances.....	.....	.....	.....	.....	.....	.....	118	.....	.....	.....	38	2,458	.....	.....
9	Corporate deficit.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6,717	.....	.....	.....
10	Total.....	28,338	32,396	26,866	44,780	37,306	16,983	48,045	19,484	42,573	32,195	42,942	33,034	42,166	17,118
11	Stock.....	10,000	7,450	2,450	20,000	25,000	8,700	10,000	15,000	6,950	25,000	13,800	15,000	25,000	13,000
12	Long term debt.....	13,000	14,530	12,420	1,000	996	581	27,637	.....	24,369	628	17,700	7,000	.....	2,150
13	Bills and accounts payable.....	233	.....	.....	.....	.....	.....	.....	.....	.....	50	2,238	7,041	6,554	.....
14	Other current liabilities.....	.....	2,139	2,398	3,441	1,500	3,969	9,287	3,107	600	.....	407	318	1,500	.....
15	Reserve for accrued depreciation.....	.....	8,277	9,599	20,339	9,810	3,732	875	1,377	10,654	6,517	8,736	3,675	.....	1,200
16	All other credit balances.....	5,106	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9,111	708
17	Corporate surplus unappropriated.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

<sup>10</sup> "Approximate cost of investment in plant and equipment."

TABLE 702: INCOME AND CORPORATE SURPLUS OR DEFICIT ACCOUNTS, TELEPHONE CORPORATIONS (CLASS C), YEAR ENDED DECEMBER 31, 1914 (continued)

The figures given are for the corporation as a whole; they are not segregated according to state lines. Figures in *italics* denote *losses during year* and *deficits*. The corporations are named in the order of their average revenues from telephone operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 283.

Line No.	Item	Union Tel. Tm 29	Champlain Tel. Tm 30	State Tel. Tm 31	Warwick Valley Tel. Tm 32	New Berlin Tel. Tm 33	Monticello Tel. Tm 34	Cayuga Southern Tel. Tm 35	Hilton Tel. Tm 36	Trumansburg Home Tel. Tm 37	Sherman Tel. Tm 38	Ontario County Mutual Tel. Tm 39	Delhi Tel. Tm 40	Water-ville Tel. Tm 41	Portland Tel. Tm 42
1	Operating revenues.....	10,289	10,042	9,907	9,470	9,419	9,345	9,337	9,249	8,975	8,959	8,889	8,617	7,881	7,495
2	Operating expenses.....	8,386	9,173	8,501	8,441	6,809	7,161	7,510	6,853	4,619	6,233	7,313	7,463	7,337	4,708
3	Uncollectible bills.....	.....	.....	345	.....	316	.....	360	339	273	445	.....	87	237	.....
4	Taxes.....	252	435	151	454	.....	.....	.....	.....	.....	.....	273	406	.....	199
5	Total revenue deductions.....	8,638	9,608	8,998	8,896	7,125	7,494	7,900	7,192	4,892	6,678	7,585	7,956	7,574	4,907
6	Income from telephone operations.....	1,650	434	909	574	2,294	1,850	1,436	2,057	4,082	2,281	1,304	661	307	2,528
7	Non-operating income.....	.....	.....	5	365	.....	.....	.....	.....	.....	.....	35	.....	.....	5
8	Gross income.....	1,650	434	914	939	2,294	1,850	1,436	2,057	4,082	2,281	1,339	661	307	2,533
9	Deductions from gross income:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10	Interest on funded debt.....	650	.....	405	.....	.....	.....	1,318	.....	1,500	.....	1,122	350	225	121
11	Rents.....	626	640	.....	80	9,016	362	149	709	.....	100	285	328	200	230
12	Other deductions.....	.....	.....	.....	75	1,500	.....	.....	.....	.....	.....	.....	493	76	.....
13	Total deductions from income.....	1,276	640	405	155	.....	362	1,467	709	1,500	100	1,428	1,171	500	14,490
14	Net corporate income.....	374	205	509	784	2,294	1,488	80	1,348	2,582	2,181	89	511	193	2,043
15	Surplus or deficit at beginning of period.....	4,351	8,482	9,690	20,591	9,016	2,766	903	329	9,582	6,337	6,637	5,154	9,305	170
16	Additions to surplus.....	.....	.....	.....	.....	1,500	522	.....	300	.....	2,000	75	96	.....	.....
17	Dividends declared.....	121,400	.....	.....	1,000	.....	.....	.....	.....	.....	.....	76	13,720	.....	7,146
18	Miscellaneous deductions from surplus.....	.....	.....	.....	35	.....	.....	.....	.....	1,910	.....	.....	.....	.....	.....
19	Surplus or deficit at close of period.....	5,106	8,277	9,599	20,339	9,810	3,732	875	1,377	10,654	6,517	6,717	2,458	9,111	708

<sup>7</sup> Unexplained difference between surplus developed from the income statement and surplus shown by statement of assets and liabilities.

<sup>11</sup> Includes \$5,000 fixed capital retired not chargeable to reserves, and \$1056 "Inventory written off."

<sup>12</sup> So reported though not the sum of the items given.

TABLE 701: BALANCE SHEET, TELEPHONE CORPORATIONS (CLASS C), DECEMBER 31, 1914 (continued)

The figures given are for the corporation as a whole; they are not segregated according to state lines. Figures in *italics* denote *credit balances* on the assets side and *debit balances* on the liabilities side. The corporations are named in the order of their average revenues from telephone operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 283.

Line No.	Item	Morrisville Tel. Tm 43	Ogden Tel. Tm 44	Brookport Tel. Tm 45	Darien Tel. Tm 46	Port Byron Tel. Tm 47	Western Sullivan T. & T. Tm 48	Chenango Valley Tel. Tm 49	Sherburne Tel. Tm 50	Hamlin Rural Tel. Tm 51	Our Own Tel. Tm 52	Baiting Hollow & Roanoke Tel. Tm 53	Ashville & Panama T. & T. Tm 54	Red Jacket Tel. Tm 55	Eden Tel. Tm 56
1	Fixed capital.....	Dollars 16,999	Dollars 21,654	Dollars 34,467	Dollars 22,318	Dollars 20,273	Dollars 26,296	Dollars 12,626	Dollars 18,640	Dollars 15,618	Dollars 22,326	Dollars 35,171	Dollars 21,298	Dollars 18,874	Dollars 17,150
2	Construction work in progress.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	Investments.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	Cash and deposits.....	1,131	340	1,896	166	1,314	163	217	283	26	109	165	298	269	1,082
5	Bills and accounts receivable.....	1,285	340	3,242	1,708	1,151	1,327	3,839	523	315	3,902	5,190	331	1,071	3,000
6	Materials and supplies.....	150	60	2,960	658	206	.....	150	517	467	594	191	.....	534	150
7	Other current assets.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	All other debit balances.....	.....	.....	130	.....	22	.....	.....	141	.....	.....	.....	.....	63	.....
9	Corporate deficit.....	.....	.....	17,212	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10	Total.....	19,565	22,054	59,907	24,850	22,966	27,786	16,833	20,105	16,426	26,932	40,717	21,928	20,811	21,352
11	Stock.....	7,200	10,919	7,500	9,000	13,670	14,075	9,925	10,000	8,875	20,000	32,075	20,300	5,000	10,000
12	Long term debt.....	.....	.....	.....	.....	.....	6,000	.....	8,000	.....	.....	.....	.....	5,800	.....
13	Bills and accounts payable.....	6,824	5,388	47,845	3,057	500	1,700	3,946	482	2,159	4,916	4,700	216	2,244	169
14	Other current liabilities.....	358	309	2,869	755	356	60	.....	54	272	.....	1,041	.....	179	.....
15	Reserve for accrued depreciation.....	.....	1,082	1,693	3,298	5,772	.....	.....	146	.....	.....	900	.....	4,867	.....
16	All other credit balances.....	3,500	.....	.....	3,097	957	.....	.....	.....	.....	.....	.....	.....	1,475	200
17	Corporate surplus unappropriated.....	1,684	4,356	.....	644	1,712	5,951	2,962	822	5,120	2,016	2,001	1,412	1,246	11,013

<sup>a</sup> "Income invested in fixed capital."

<sup>11</sup> Includes \$100 stock subscription, at \$19 premiums on stocks.

TABLE 702: INCOME AND CORPORATE SURPLUS OR DEFICIT ACCOUNTS, TELEPHONE CORPORATIONS (CLASS C), YEAR ENDED DECEMBER 31, 1914 (continued)

The figures given are for the corporation as a whole; they are not segregated according to state lines. Figures in *italics* denote *losses during year* and *deficits*. The corporations are named in the order of their average revenues from telephone operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 283.

Line No.	Item	Morrisville Tel. Tm 43	Ogden Tel. Tm 44	Brookport Tel. Tm 45	Darien Tel. Tm 46	Port Byron Tel. Tm 47	Western Sullivan T. & T. Tm 48	Chenango Valley Tel. Tm 49	Sherburne Tel. Tm 50	Hamlin Rural Tel. Tm 51	Our Own Tel. Tm 52	Baiting Hollow & Roanoke Tel. Tm 53	Ashville & Panama T. & T. Tm 54	Red Jacket Tel. Tm 55	Eden Tel. Tm 56
1	Operating revenues.....	Dollars 7,247	Dollars 7,037	Dollars 7,022	Dollars 6,821	Dollars 6,715	Dollars 6,525	Dollars 6,514	Dollars 6,462	Dollars 6,398	Dollars 6,223	Dollars 6,116	Dollars 6,042	Dollars 6,039	Dollars 5,754
2	Operating expenses.....	5,363	6,526	8,290	5,903	4,851	4,380	5,741	5,102	5,628	5,144	4,023	3,905	3,720	4,100
3	Uncollectible bills.....	25	178	399	166	240	339	181	200	223	271	451	224	221	254
4	Taxes.....	257	.....	301	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	Total revenue deductions.....	5,645	6,703	8,989	6,069	5,091	4,718	5,922	5,302	5,898	5,415	4,474	4,130	3,940	4,354
6	Income from telephone operations.....	1,603	333	1,967	752	1,624	1,807	592	1,160	500	808	1,641	1,912	2,099	1,380
7	Non-operating income.....	189	.....	.....	.....	160	.....	.....	.....	.....	.....	42	.....	.....	.....
8	Gross income.....	1,791	333	1,967	752	1,783	1,807	592	1,160	500	808	1,684	1,912	2,099	1,380
9	Deductions from gross income:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10	Interest on funded debt.....	.....	.....	.....	.....	.....	360	.....	437	.....	248	.....	.....	348	.....
11	Other interest.....	510	334	2,724	109	30	102	100	.....	223	140	253	.....	216	.....
12	Rents.....	100	.....	139	.....	67	120	.....	503	125	.....	19	.....	.....	.....
13	Total deductions from income.....	610	334	2,863	109	97	582	100	940	348	388	272	.....	624	.....
14	Net corporate income.....	1,181	.....	.....	644	1,686	1,225	492	220	152	420	1,412	1,912	1,475	1,380
15	Surplus or deficit at beginning of period.....	567	4,357	12,582	947	846	4,787	2,470	1,102	4,969	1,651	1,844	1,124	3,953	10,502
16	Additions to surplus.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	332	.....	.....	.....
17	Dividends declared.....	.....	.....	.....	.....	820	.....	.....	500	.....	.....	1,387	1,024	.....	1,000
18	Miscellaneous deductions from surplus.....	64	.....	.....	947	.....	61	.....	.....	.....	55	.....	.....	164	69
19	Surplus or deficit at close of period.....	1,684	4,356	17,212	644	1,712	5,951	2,962	822	5,120	2,016	2,001	1,412	1,246	11,013

<sup>15</sup> Includes \$1041 "Service billed in advance, heretofore carried as surplus".

<sup>16</sup> Includes \$1475 "Income invested in fixed capital," and \$2180 appropriated to "Reserve for accrued depreciation".



TABLE 701: BALANCE SHEET, TELEPHONE CORPORATIONS (CLASS C), DECEMBER 31, 1914 (continued)

The figures given are for the corporation as a whole; they are not segregated according to state lines. Figures in *italics* denote *credit balances* on the assets side and *debit balances* on the liabilities side. The corporations are named in the order of their average revenues from telephone operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 283.

Line No.	Item	Erie- Wyoming Tel. Tm 57	North Creek Tel. Tm 58	Oneida County Rural Tel. Tm 59	Northern Tioga Tel. Tm 60	East Randolph Tel. Tm 61	Ripley Tel. Tm 62	Mayville Tel. Tm 63	New Lisbon Farm Tel. Tm 64	Lewis & Hall Tel. Tm 65	Earlville Tel. Tm 66	Patrons Tel. Tm 67	Downs- ville Tel. Tm 68	Bergen Tel. Tm 69	Heuvel- ton Tel. Tm 70
1	Fixed capital.....	23,818	13,466	16,839	20,607	23,413	21,914	17,164	16,630	11,644	10,855	14,455	20,458	22,990	18,145
2	Construction work in progress.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	Investments.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	Cash and deposits.....	550	730	215	162	100	1,381	56	49	71	114	816	188	2,176	27
5	Bills and accounts receivable.....	1,471	1,986	1,062	10	2,255	3,160	1,061	347	1,509	1,359	.....	.....	1,598	380
6	Materials and supplies.....	435	650	.....	714	.....	300	.....	31	200	65	.....	.....	1,448	311
7	Other current assets.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	All other debit balances.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	Corporate deficit.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10	Total.....	26,274	16,831	18,116	21,404	25,768	26,755	18,282	17,056	13,424	12,394	16,152	20,645	27,309	21,244
11	Stock.....	10,000	5,000	14,750	7,050	10,000	25,000	15,000	15,000	6,800	10,000	13,550	10,000	1,200	14,000
12	Long term debt.....	3,000	3,000	.....	.....	10,000	.....	533	1,263	5,439	372	.....	5,400	24,319	5,631
13	Bills and accounts payable.....	500	.....	273	.....	1,716	.....	.....	8	326	48	.....	4,116	.....	.....
14	Other current liabilities.....	.....	.....	885	.....	2,500	.....	.....	.....	.....	.....	.....	.....	1,147	643
15	Reserve for accrued depreciation.....	2,382	1,243	750	8,745	.....	.....	.....	.....	.....	.....	651	.....	.....	1,293
16	All other credit balances.....	10,392	7,589	12,835	5,698	1,552	1,755	2,749	785	859	1,975	1,239	1,129	.....	.....
17	Corporate surplus unappropriated.....	.....	.....	623	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

<sup>12</sup> Apparently represents the unaccounted for difference between the 1913 and 1914 surplus as shown by the statement of assets and liabilities.

TABLE 702: INCOME AND CORPORATE SURPLUS OR DEFICIT ACCOUNTS, TELEPHONE CORPORATIONS (CLASS C), YEAR ENDED DECEMBER 31, 1914 (continued)

The figures given are for the corporation as a whole; they are not segregated according to state lines. Figures in *italics* denote *losses during year* and *deficits*. The corporations are named in the order of their average revenues from telephone operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 283.

Line No.	Item	Erie- Wyoming Tel. Tm 57	North Creek Tel. Tm 58	Oneida County Rural Tel. Tm 59	Northern Tioga Tel. Tm 60	East Randolph Tel. Tm 61	Ripley Tel. Tm 62	Mayville Tel. Tm 63	New Lisbon Farm Tel. Tm 64	Lewis & Hall Tel. Tm 65	Earlville Tel. Tm 66	Patrons Tel. Tm 67	Downs- ville Tel. Tm 68	Bergen Tel. Tm 69	Heuvel- ton Tel. Tm 70
1	Operating revenues.....	5,610	5,605	5,525	5,430	5,371	5,123	5,105	5,095	5,090	4,816	4,814	4,543	4,510	4,405
2	Operating expenses.....	6,064	4,972	4,870	4,361	4,311	2,359	3,798	4,507	4,006	2,596	3,978	3,684	4,542	3,448
3	Uncollectible bills.....	276	239	244	253	200	183	115	36	111	155	185	165	228	214
4	Taxes.....	.....	.....	.....	.....	.....	.....	.....	160	.....	.....	.....	.....	.....	.....
5	Total revenue deductions.....	6,340	5,212	5,114	4,614	4,585	2,541	3,914	4,703	4,117	2,751	4,103	3,848	4,770	3,662
6	Income from telephone operations.....	780	393	411	816	786	2,582	1,191	392	973	2,064	651	695	260	743
7	Non-operating income.....	.....	.....	6	.....	.....	.....	.....	.....	.....	.....	90	.....	.....	.....
8	Gross income.....	780	393	405	816	786	2,582	1,191	392	973	2,064	740	695	260	743
9	Deductions from gross income:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10	Interest on funded debt.....	150	.....	.....	.....	500	.....	.....	.....	326	.....	.....	18 205	.....	328
11	Rents.....	10	.....	12	112	36	27	.....	.....	140	.....	36	161	1,401	328
12	Other deductions.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	75	17
13	Total deductions from income.....	160	.....	12	112	536	27	.....	.....	466	.....	36	365	1,476	345
14	Net corporate income.....	890	393	393	704	250	2,555	1,191	392	506	2,064	704	329	1,796	398
15	Surplus or deficit at beginning of period.....	11,299	7,496	1,114	5,722	3,708	800	2,308	393	301	463	1,948	800	1,716	2,779
16	Additions to surplus.....	.....	.....	885	493	93	.....	750	.....	.....	.....	813	.....	.....	.....
17	Dividends declared.....	.....	300	.....	234	17 2,500	.....	.....	.....	.....	.....	600	.....	.....	.....
18	Miscellaneous deductions from surplus.....	17	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19	Surplus or deficit at close of period.....	10,392	7,589	623	5,698	1,552	1,755	2,749	785	859	1,975	1,239	1,129	20	2,381

<sup>17</sup> Appropriation to "Reserve for depreciation".

<sup>18</sup> Represents the amount of interest paid.

TABLE 701: BALANCE SHEET, TELEPHONE CORPORATIONS (CLASS C), DECEMBER 31, 1914 (concluded)

The figures given are for the corporation as a whole; they are not segregated according to state lines. Figures in *italics* denote *credit balances* on the assets side and *debit balances* on the liabilities side. The corporations are named in the order of their average revenues from telephone operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 283.

Line No.	Item	Byron Tel. Tm 71	Independent Union Tel. <sup>1</sup> Tm 72	Reading & Rock Stream T. & T. Tm 73	Pioneer Tel., Clarence Tm 74	Chester-town Tel. Tm 75	Candor Tel. Tm 76	Suffolk County Tel. Tm 77	Rushford Tel. Tm 78	West Valley Tel. Tm 79	Walton Home Tel. Tm 80	Ausable Home Tel. <sup>2</sup> Tm 81	Long Lake Tel. Tm 82	North Shore Tel. Tm 83	Marellus (F. W. Knapp) ITm 1	New Woodstock (Cummings) ITm 2	Line No.
1	Fixed capital.....	Dollars 15,265	880,278	20,022	17,324	22,772	13,537	22,746	8,996	6,617	23,808	19,714	8,796	12,340	Dollars 11,617	12,374	1
2	Construction work in progress.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
3	Investments.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
4	Cash and deposits.....	1,422	3,912	53	226	111	314	143	560	437	.....	.....	1,246	.....	.....	144	4
5	Bills and accounts receivable.....	451	190	1,271	1,421	1,781	973	918	492	225	1,147	291	139	.....	1,300	713	5
6	Materials and supplies.....	203	96	.....	.....	1,527	292	.....	1,210	.....	918	1,053	.....	.....	50	546	6
7	Other current assets.....	.....	3,658	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
8	All other debit balances.....	.....	54	.....	.....	.....	.....	.....	.....	.....	4,525	4,588	.....	.....	.....	.....	8
9	Corporate deficit.....	.....	110,169	.....	108	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	Total.....	17,341	998,357	21,345	19,080	26,691	15,166	23,808	11,259	7,280	30,397	25,646	10,181	12,340	12,967	13,778	10
11	Stock.....	10,200	577,500	4,750	10,000	9,500	2,500	12,500	6,000	3,000	14,700	11,400	10,000	10,000	.....	15,4356	11
12	Long term debt.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
13	Bills and accounts payable.....	.....	.....	14,853	4,140	457	1,593	5,971	78	3,491	6,449	8,146	155	1,764	600	6,400	13
14	Other current liabilities.....	.....	400,799	.....	.....	.....	.....	108	16	104	.....	.....	.....	.....	.....	.....	14
15	Reserve for accrued depreciation.....	6,114	15,000	.....	4,940	9,970	345	.....	1,533	.....	4,248	.....	.....	.....	3,700	2,356	15
16	All other credit balances.....	1,026	.....	1,743	.....	6,764	75	5,229	3,632	685	.....	.....	26	577	617	.....	16
17	Corporate surplus unappropriated.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8,050	513	17

<sup>1</sup> Balance sheet as at October 30, 1914; see Historical and Explanatory Statement.

<sup>2</sup> Includes a note given to cover the cost of reacquiring respondent's own bonds and accrued interest.

TABLE 702: INCOME AND CORPORATE SURPLUS OR DEFICIT ACCOUNTS, TELEPHONE CORPORATIONS (CLASS C), YEAR ENDED DECEMBER 31, 1914 (concluded)

The figures given are for the corporation as a whole; they are not segregated according to state lines. Figures in *italics* denote *losses during year* and *deficits*. The corporations are named in the order of their average revenues from telephone operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 283.

Line No.	Item	Byron Tel. Tm 71	Independent Union Tel. <sup>1</sup> Tm 72	Reading & Rock Stream T. & T. Tm 73	Pioneer Tel., Clarence Tm 74	Chester-town Tel. Tm 75	Candor Tel. Tm 76	Suffolk County Tel. Tm 77	Rushford Tel. Tm 78	West Valley Tel. Tm 79	Walton Home Tel. Tm 80	Ausable Home Tel. <sup>2</sup> Tm 81	Long Lake Tel. Tm 82	North Shore Tel. Tm 83	Marellus (F. W. Knapp) ITm 1	New Woodstock (Cummings) ITm 2	Line No.
1	Operating revenues.....	Dollars 4,008	3,298	3,840	3,572	3,567	3,464	3,028	2,922	1,554	1,155	361	191	11	Dollars 5,160	3,615	1
2	Operating expenses.....	3,312	20,113	2,258	2,760	2,943	1,963	2,245	2,087	1,554	2,482	479	166	15	2,764	3,107	2
3	Uncollectible bills.....	.....	.....	112	118	.....	142	.....	.....	.....	394	.....	.....	5	.....	10	3
4	Taxes.....	177	2,500	159	.....	160	297	102	85	224	.....	1	.....	14	65	207	4
5	Total revenue deductions.....	3,489	22,613	2,529	2,877	3,103	2,402	2,347	2,772	1,779	2,875	479	166	34	2,829	3,323	5
6	Income from telephone operations.....	520	19,315	1,311	694	464	1,061	681	150	729	1,720	119	26	23	2,331	292	6
7	Non-operating income.....	.....	8,291	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
8	Gross income.....	520	11,024	1,311	694	464	1,061	681	150	729	1,720	119	26	23	2,331	292	8
9	Deductions from gross income:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	Interest on funded debt.....	.....	23,566	798	226	.....	588	348	.....	301	250	229	.....	86	.....	330	10
11	Other interest.....	.....	.....	.....	.....	72	78	145	50	.....	195	135	.....	.....	.....	.....	11
12	Rents.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
13	Other deductions.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
14	Total deductions from income.....	.....	23,738	798	226	72	666	493	50	301	445	502	.....	86	.....	330	14
15	Net corporate income.....	520	34,762	513	468	392	395	189	100	428	2,165	621	26	109	2,331	98	15
16	Surplus or deficit at beginning of period.....	10,706	66,088	2,617	2,008	5,966	329	4,946	3,730	437	2,560	3,967	.....	686	8,365	550	16
17	Additions to surplus.....	.....	4	.....	.....	406	142	93	104	.....	.....	.....	.....	.....	.....	.....	17
18	Dividends declared.....	1,200	.....	.....	577	.....	.....	.....	360	180	.....	.....	.....	.....	.....	.....	18
19	Miscellaneous deductions from surplus.....	19,000	20,9324	21,357	17,2,008	.....	133	.....	2	.....	.....	.....	.....	.....	2,646	.....	19
	Surplus or deficit at close of period.....	1,026	110,169	1,743	108	6,764	75	5,229	3,632	685	4,525	4,588	26	577	8,050	513	

<sup>1</sup> Income account covers period January 1 to October 30, 1914; see Historical and Explanatory Statement.

<sup>2</sup> Income account covers period January 1 to October 1, 1914; see Historical and Explanatory Statement.

<sup>3</sup> Income account covers period October 1 to December 31, 1914; see Historical and Explanatory Statement.

<sup>4</sup> Includes \$2331 withdrawn by owner.



TABLE 705 a: LONG TERM DEBT, TELEPHONE CORPORATIONS (CLASS C), YEAR ENDED DECEMBER 31, 1914

The figures given are for the actually outstanding debt (i. e. securities not held by or for the issuing corporation) of the corporation as a whole; they are not segregated according to state lines. Only those corporations are included which report long term debt outstanding at some time during the year.

The amount shown under "Par value authorized" is the amount already legally issued and outstanding in addition to the amount which the respondent claims may be issued without further approval by state or other public authority.

The corporations are named in the order of their average revenues from telephone operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 283.

Corp. No.	Name of corporation and designation of securities	Date of maturity	Interest provisions		Par value		Interest		
			Rate	Dates payable	Authorized	Actually outstanding at close of year	Accrued during year	Paid during year	Matured and unpaid at close of year
Tm 1	Geneva Telephone: First mortgage 20-year bonds.....	1923	% 6	Jan & Jul	Dollars 92,500	Dollars 92,500	Dollars 5,550	Dollars 2,775	Dollars 2,775
Tm 2	Oswego County Independent Telephone: First mortgage 30-year bonds.....	1937	5	Feb & Aug	94,700	94,700	4,785	4,785	.....
Tm 3	Cohoes-Waterford Home Telephone: <sup>1</sup> First mortgage 25-year bonds.....	1927	6	Jan & Jul	.....	.....	6,250	3,750	2,500
Tm 4	Northwestern Telephone and Telegraph: Gold coupon 20-year bonds.....	1921	5	Jan & Jul	48,000	44,500	2,250	2,275	1,113
Tm 6	Port Jervis Telephone: First mortgage bonds.....	Serially	5	Jan & Jul	17,000	17,000	850	843	475
Tm 7	Columbia Telephone, Hudson: First mortgage 15-year bonds..... First and second mortgage 25-year bonds.....	1918 1932	5 5	Jan & Jul Apr & Oct	27,000 31,000	27,000 31,000	1,350 1,550	1,425 1,894	750 163
	Totals.....					58,000	2,900	3,319	913
Tm 8	Highland Telephone: Mortgage 10-year bonds.....	1919	6	Jan & Jul	10,000	10,000	600	600	.....
Tm 9	Perry Telephone: First mortgage 10-year bonds.....	1915	5	Jun & Dec	30,000	30,000	1,500	1,500	.....
Tm 10	Farm and Village Telephone: First mortgage 20-year gold bonds.....	1927	6	Jun & Dec	2 40,000	3,000	180	180	.....
Tm 11	Cattaraugus Union Telephone: First mortgage 20-year gold bonds.....	1930	6	Jan & Jul	35,200	35,200	2,110	2,110	.....
Tm 16	Seneca-Gorham Telephone: Mortgage 15-year bonds.....	1921	6	Feb & Aug	20,500	2 24,300	1,395	1,395	.....
Tm 18	Walden Telephone: First mortgage 20-year bonds.....	1930	5	Apr & Oct	15,000	15,000	750	750	.....
Tm 19	Catskill Mountain Telephone: Mortgage 30-year bonds.....	1932	5	Aug	9,500	9,500	475	325	150
Tm 20	Rose Telephone: First mortgage 20-year bonds.....	1929	5	Apr & Oct	20,000	20,000	900	900	.....
Tm 24	Prattsburg Overland Telephone: First mortgage bonds.....	Various	5	Mar & Sep	1,000	1,000	73	85	.....
Tm 28	Walton People's Telephone: First mortgage 5-year bonds.....	1963	6	Jan & Jul	30,000	30,000	1,800	747	1,119
Tm 29	Union Telephone: First mortgage bonds..... Second mortgage 20-year bonds.....	1905-1917 1927	5 5	Mar & Sep May & Nov	6,000 7,000	6,000 7,000	300 350	300 350	.....
	Totals.....					13,000	650	650	.....
Tm 39	Ontario County Mutual Telephone: First mortgage 20-year bonds..... Promissory 5-year notes.....	1928 1914	6 6	Feb & Aug Sep	20,000	17,700	1,062 60	1,062 60	.....
	Totals.....					17,700	1,122	1,122	.....
Tm 40	Delhi Telephone: First mortgage 10-year bonds.....	1915	5	Jan & Jul	7,000	7,000	350	350	175
Tm 48	Western Sullivan Telephone and Telegraph: First mortgage 10-year bonds.....	1920	6	May & Nov	.....	4 6,000	360	360	.....
Tm 50	Sherburne Telephone: Advances from system corporations.....					8,600	437	437	.....
Tm 55	Red Jacket Telephone: First mortgage 20-year bonds.....	1925	6	Feb & Aug	6,300	5,800	348	348	.....
Tm 57	Erie-Wyoming Telephone: First mortgage 15-year bonds.....	1920	5	Apr & Oct	3,000	3,000	150	150	.....
Tm 61	East Randolph Telephone: First mortgage 20-year bonds.....	1926	5	Jan & Jul	10,000	10,000	500	500	.....
Tm 68	Downsville Telephone: First mortgage 10-year bonds.....	1918	5	Mar & Sep	5,400	5,400	270	205	65
Tm 76	Candor Telephone: First mortgage 20-year bonds.....	1925	6	Jan & Jul	9,800	9,800	588	588	.....
Tm 80	Walton Home Telephone: First mortgage 10-year bonds.....	1920	5	Jul	5,000	5,000	250	250	.....
Tm 81	Ausable Home Telephone: <sup>5</sup> First mortgage 30-year bonds.....	1940	5	Apr & Oct	.....	.....	229	.....	89
	Grand totals.....					576,000	37,622	31,299	9,374

<sup>1</sup> Report covers period January 1 to October 30, 1914; see Historical and Explanatory Statement.

<sup>2</sup> Includes \$37,000 pledged as collateral for short term notes which may be issued without authority of the Public Service Commission, Second District, only in case of sale by holder to cover default in payments on the notes.

<sup>3</sup> Includes \$3800 issued during the year without state or other public authority.

<sup>4</sup> Issued without state or other public authority.

<sup>5</sup> Report covers period January 1, 1913, to October 1, 1914; see Historical and Explanatory Statement.

TABLE 705 b: LONG TERM DEBT ISSUED OR ASSUMED, TELEPHONE CORPORATIONS (CLASS C), YEAR ENDED DECEMBER 31, 1914

Only those corporations are included which report long term debt actually issued or assumed during the year.

The date of authorization is the reported date of the final authorization necessary to the legal validity of the issue. The amount shown under "Par value authorized" is the amount already legally issued and outstanding in addition to the amount which the respondent claims may be issued without further approval by state or other public authority.

The corporations are named in the order of their average revenues from telephone operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 283.

Corp. No.	Name of corporation and designation of securities	Interest rate	Dates		By whom authorized	Par value				Average price realized per cent of par
			Authorization	Maturity		Authorized	Issued or assumed during year	Issued for cash	Issued for other consideration	
Tm 16	Seneca-Gorham Telephone:	%				Dollars	Dollars	Dollars	Dollars	
	Mortgage 15-year bonds.....	6		1921			3,800	3,800		100
Tm 20	Rose Telephone:									
	First mortgage 20-year bonds.....	5	Aug 5, 1915	1929	P. S. C. 2nd Dist.	4,000	4,000	4,000		100

TABLE 706 a: CAPITAL STOCKS, TELEPHONE CORPORATIONS (CLASS C), YEAR ENDED DECEMBER 31, 1914

The figures given are for the actually outstanding capital stocks (*i. e.* stocks not held by or for the issuing corporation) of the corporation as a whole; they are not segregated according to state lines. Stock not otherwise specifically described is common.

The amount shown under "Par value authorized" is the amount already legally issued and outstanding in addition to the amount which the respondent claims may be issued without further approval by state or other public authority.

The corporations are named in the order of their average revenues from telephone operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 283.

Corp. No.	Name of corporation and class of stock	Par value			Dividends declared during year	
		Authorized for issue	Actually issued	Actually outstanding at close of year	Rate	Amount
		Dollars	Dollars	Dollars	%	Dollars
Tm 1	Geneva Telephone.....	75,000	75,000	75,000		
Tm 2	Oswego County Independent Telephone.....	100,000	100,000	100,000	4	4,000
Tm 4	Northwestern Telephone and Telegraph.....	55,000	55,000	55,000		
Tm 5	Interlake Telephone.....	40,000	40,000	40,000	10	4,000
Tm 6	Port Jervis Telephone.....	30,000	30,000	30,000	12	3,600
Tm 7	Columbia Telephone, Hudson.....	157,000	157,000	157,000		
Tm 8	Highland Telephone.....	19,610	19,610	19,610	6	1,177
	Preferred.....	20,000	20,000	20,000	6	1,200
Tm 9	Perry Telephone.....	10,000	10,000	10,000		
Tm 10	Farm and Village Telephone.....	20,000	20,000	20,000		
Tm 11	Cattaraugus Union Telephone.....	31,000	35,000	31,000		
Tm 12	Marquis Telephone and Telegraph.....	70,600	70,600	70,600		
	Preferred.....	10,000	10,000	10,000	5	500
Tm 13	Columbia and Rensselaer Telephone and Telegraph.....	30,000	30,000	30,000	5.5	1,650
Tm 14	Dunkirk and Fredonia Telephone.....	40,000	40,000	40,000	6	2,400
Tm 15	Ticonderoga Home Telephone.....	35,000	35,000	35,000	10	3,500
Tm 16	Seneca-Gorham Telephone.....	29,700	30,000	29,700	6	1,782
Tm 17	Red Hook Telephone.....	50,000	50,000	50,000		
Tm 18	Walden Telephone.....	30,000	30,000	30,000	2.5	750
Tm 19	Catskill Mountain Telephone.....	18,500	23,500	23,500	6	1,260
	Preferred.....	1,500	1,500	1,500	7	105
Tm 20	Rose Telephone.....	15,000	15,000	15,000		
Tm 21	State Line Telephone.....	500,000	500,000	500,000		
	Preferred.....	109,200	109,200	109,200		
Tm 22	Keeseville Telephone.....	7,600	7,600	7,600		
Tm 23	Port Henry Telephone.....	15,000	15,000	15,000	15	2,250
Tm 24	Prattsburg Overland Telephone.....	13,350	13,350	13,350		
Tm 25	Cazenovia Telephone.....	1,000	1,000	1,000	40	400
Tm 26	Westfield Telephone.....	25,000	25,000	25,000	6	1,500
Tm 27	Cornwall Telephone.....	25,000	25,000	25,000	6	1,500
Tm 28	Walton People's Telephone.....	30,000	30,000	30,000		
Tm 29	Union Telephone.....	10,000	10,000	10,000	8	800
Tm 30	Champlain Telephone.....	7,450	7,450	7,450		
Tm 31	State Telephone.....	2,450	2,450	2,450		
Tm 32	Warwick Valley Telephone.....	20,000	20,000	20,000	5	1,000
Tm 33	New Berlin Telephone.....	25,000	25,000	25,000	6	1,500
Tm 34	Monticello Telephone.....	8,700	8,700	8,700	6	522
Tm 35	Cayuga Southern Telephone.....	10,000	10,000	10,000		
Tm 36	Hilton Telephone.....	15,000	15,000	15,000	2	300
Tm 37	Trumansburg Home Telephone.....	6,950	7,200	6,950		
Tm 38	Sherman Telephone.....	25,000	25,000	25,000	8	2,000
Tm 39	Ontario County Mutual Telephone.....	13,800	14,150	13,800		
Tm 40	Delhi Telephone.....	10,000	10,000	10,000		
	Preferred.....	5,000	5,000	5,000		
Tm 41	Waterville Telephone.....	25,000	25,000	25,000		
Tm 42	Portland Telephone.....	13,000	13,000	13,000		
Tm 43	Morrisville Telephone.....	7,200	7,200	7,200		
Tm 44	Ogden Telephone.....	10,740	10,740	10,740		
	Subscription.....			160		
	Premiums on stocks.....			19		
Tm 45	Brockport Telephone.....	7,500	7,500	7,500		
Tm 46	Darien Telephone.....	9,000	9,000	9,000	6	2,540
Tm 47	Port Byron Telephone.....	13,670	13,670	13,670	6	820
Tm 48	Western Sullivan Telephone and Telegraph.....		14,075	14,075		
Tm 49	Chenango Valley Telephone.....	9,925	10,000	9,925		
Tm 50	Sherburne Telephone.....	10,000	10,000	10,000	5	500
Tm 51	Hamlin Rural Telephone.....	8,875	8,875	8,875		
Tm 52	Our Own Telephone.....	20,000	20,000	20,000		
Tm 53	Baiting Hollow and Roanoke Telephone.....	32,075	32,075	32,075		
Tm 54	Ashville and Panama Telephone and Telegraph.....	20,300	20,300	20,300	8	1,624
Tm 55	Red Jacket Telephone.....	4,975	5,000	5,000		
Tm 56	Eden Telephone.....	10,000	10,000	10,000	10	1,000
Tm 57	Erie-Wyoming Telephone.....	10,000	10,000	10,000		
Tm 58	North Creek Telephone.....	5,000	5,000	5,000	6	300
Tm 59	Oneida County Rural Telephone.....	14,750	15,000	14,750	6	885

<sup>1</sup> Common stock has not been taken into account in prior reports to the Commission although it is stated that it was "Made full paid and issued in payment for certain contracts and patents, and later certain portion was given as a bonus for preferred stock".

<sup>2</sup> So reported though not shown as a deduction from income.



TABLE 705 a: CAPITAL STOCKS, TELEPHONE CORPORATIONS (CLASS C), YEAR ENDED DECEMBER 31, 1914 (concluded)<sup>1</sup>

The figures given are for the actually outstanding capital stocks (i. e. stocks not held by or for the issuing corporation) of the corporation as a whole; they are not segregated according to state lines. Stock not otherwise specifically described is common.

The amount shown under "Par value authorized" is the amount already legally issued and outstanding in addition to the amount which the respondent claims may be issued without further approval by state or other public authority.

The corporations are named in the order of their average revenues from telephone operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 283.

Corp. No.	Name of corporation and class of stock	Par value			Dividends declared during year	
		Authorized for issue	Actually issued	Actually outstanding at close of year	Rate	Amount
		Dollars	Dollars	Dollars	%	Dollars
Tm 60	Northern Tioga Telephone.....	7,050	7,050	7,050	7	493
Tm 61	East Randolph Telephone.....	10,000	10,000	10,000	.....	.....
Tm 62	Ripley Telephone.....	25,000	25,000	25,000	.....	.....
Tm 63	Mayville Telephone.....	15,000	15,000	15,000	5	750
Tm 64	New Lisbon Farm Telephone.....	15,000	15,000	15,000	.....	.....
Tm 65	Lewis and Hall Telephone.....	6,800	6,800	6,800	.....	.....
Tm 66	Earlville Telephone.....	5,000	15,000	5,000	.....	.....
	Preferred.....	5,000	5,000	5,000	.....	.....
Tm 67	Patrons Telephone.....	13,550	13,550	13,550	6	813
Tm 68	Downsville Telephone.....	10,000	10,000	10,000	.....	.....
Tm 69	Bergen Telephone.....	1,200	1,200	1,200	.....	.....
Tm 70	Heuvelton Telephone.....	14,000	14,000	14,000	.....	.....
Tm 71	Byron Telephone.....	12,000	10,200	10,200	100	1,200
Tm 73	Reading and Rock Stream Telephone and Telegraph.....	14,600	4,750	4,750	.....	.....
Tm 74	Pioneer Telephone, Clarence.....	17,200	10,000	10,000	6	577
Tm 75	Chestertown Telephone.....	9,500	9,500	9,500	.....	.....
Tm 76	Candor Telephone.....	2,500	2,500	2,500	.....	.....
Tm 77	Suffolk County Telephone.....	12,500	12,500	12,500	.....	.....
Tm 78	Rushford Telephone.....	6,000	6,000	6,000	6	360
Tm 79	West Valley Telephone.....	3,000	3,000	3,000	6	180
Tm 80	Walton Home Telephone.....	14,700	14,700	14,700	.....	.....
Tm 82	Long Lake Telephone, Inc.....	10,000	10,000	10,000	.....	.....
Tm 83	North Shore Telephone.....	10,000	10,000	10,000	.....	.....
	Totals.....		2,256,245	2,245,449	.....	47,738

<sup>1</sup> On 120 shares of a par value of \$10 each, the entire issue at time dividend was declared.

TABLE 706 b: CAPITAL STOCKS ISSUED, TELEPHONE CORPORATIONS (CLASS C), YEAR ENDED DECEMBER 31, 1914

Only those corporations are included which report capital stock actually issued during the year.

The amount shown under "Par value authorized" is the amount already legally issued and outstanding in addition to the amount which the respondent claims may be issued without further approval by state or other public authority.

The corporations are named in the order of their average revenues from telephone operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 283.

Corp. No.	Name of corporation and class of stock	Date of authorization	By whom authorized	Par value				Average price realized per cent of par
				Authorized	Issued during year	Issued for cash	Issued for other consideration	
				Dollars	Dollars	Dollars	Dollars	
Tm 19	Catskill Mountain Telephone: Common.....			1,.....	2,500	2,500	.....	100
Tm 46	Darien Telephone: Common.....	Dec 30, 1914	P. S. C. 2nd Dist..	3,855	3,855	3,855	.....	100
Tm 71	Byron Telephone: Common.....	Apr 29, 1914	P. S. C. 2nd Dist..	10,800	9,000	.....	2 9,000	100
Tm 73	Reading and Rock Stream Telephone and Telegraph: Common.....	Aug 20, 1913	P. S. C. 2nd Dist..	10,000	150	150	.....	100
Tm 74	Pioneer Telephone, Clarence: Common.....	May 12, 1914	P. S. C. 2nd Dist..	7,590	390	390	.....	100
Tm 82	Long Lake Telephone: Common.....	Sep 9, 1914	P. S. C. 2nd Dist..	10,000	10,000	10,000	.....	100

<sup>1</sup> Issued without approval by Public Service Commission, Second District; application pending.

<sup>2</sup> Stock dividend.

TABLE 709: OPERATING REVENUES, TELEPHONE CORPORATIONS (CLASS C), YEAR ENDED DECEMBER 31, 1914

The figures given are for the corporation as a whole; they are not segregated according to state lines.<sup>1</sup>  
 The corporations are named in the order of their average revenues from telephone operations during the year ended December 31, 1914; for their names in alphabetic order and their ranking on the basis of operating revenues see page 283.

Corp. No.	Name of corporation	Average number of stations in service during year	Exchange service revenues		Toll service revenues		Miscellaneous operating revenues	Total operating revenues	
			Amount	Average per station	Amount	Average per station		Amount	Average per station
			Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars
Tm 1	Geneva Telephone.....	2,178	37,508	17.22	3,367	1.55	.....	40,875	18.77
Tm 2	Oswego County Independent Telephone.....	1,800	31,796	17.66	8,070	4.48	697	40,563	22.53
Tm 3	Cohoes-Waterford Home Telephone <sup>1</sup> .....	1,313	27,714	21.11	178	.11	102	27,993	21.32
Tm 4	Northwestern Telephone and Telegraph.....	1,314	25,154	19.14	6,859	5.22	126	32,139	24.46
Tm 5	Interlake Telephone.....	1,502	21,175	14.10	6,692	4.46	299	28,166	18.75
Tm 6	Port Jervis Telephone.....	1,135	22,830	20.11	2,858	2.52	293	25,981	22.89
Tm 7	Columbia Telephone, Hudson.....	1,269	20,453	16.12	2,320	1.83	785	23,558	18.56
Tm 8	Highland Telephone.....	827	15,279	18.48	4,804	5.81	20	20,103	24.31
Tm 9	Perry Telephone.....	1,139	17,877	15.70	2,034	1.79	7	19,918	17.49
Tm 10	Farm and Village Telephone.....	1,120	17,040	15.21	1,870	1.67	.....	18,911	16.88
Tm 11	Cattaraugus Union Telephone.....	1,172	16,158	13.79	2,382	2.03	.....	18,539	15.82
Tm 12	Marquis Telephone and Telegraph.....	1,340	17,213	12.85	583	.44	255	18,050	13.47
Tm 13	Columbia and Rensselaer Telephone and Telegraph.....	920	12,860	13.98	4,714	5.12	.....	17,574	19.10
Tm 14	Dunkirk and Fredonia Telephone.....	971	16,363	16.85	1,146	1.18	.....	17,509	18.03
Tm 15	Tianderoga Home Telephone.....	715	12,902	18.04	3,207	4.49	186	16,295	22.79
Tm 16	Seneca-Gorham Telephone.....	859	12,682	14.76	3,121	3.63	.....	15,803	18.40
Tm 17	Red Hook Telephone.....	500	13,278	26.56	2,453	4.91	.....	15,730	31.46
Tm 18	Walden Telephone.....	519	10,379	20.00	2,801	5.40	620	13,800	26.59
Tm 19	Catskill Mountain Telephone.....	384	6,493	16.91	6,650	17.32	.....	13,143	34.23
Tm 20	Rose Telephone.....	775	9,355	12.07	3,480	4.49	.....	12,834	16.56
Tm 21	State Line Telephone.....	904	12,587	13.92	237	.26	.....	12,825	14.19
Tm 22	Keeseville Telephone.....	745	9,955	13.36	2,483	3.33	.....	12,438	16.70
Tm 23	Port Henry Telephone.....	588	9,632	16.41	1,943	3.30	86	11,661	19.86
Tm 24	Prattsburg Overland Telephone.....	1,121	9,162	8.17	2,477	2.21	.....	11,640	10.38
Tm 25	Cazenovia Telephone.....	595	9,827	16.52	1,642	2.76	.....	11,469	19.28
Tm 26	Westfield Telephone.....	569	9,436	16.58	1,702	2.99	180	11,319	19.89
Tm 27	Cornwall Telephone.....	322	8,570	26.61	2,510	7.79	.....	11,081	34.41
Tm 28	Walton People's Telephone.....	755	9,637	11.01	1,275	1.46	41	10,954	12.52
Tm 29	Union Telephone.....	550	7,593	13.81	2,695	4.90	.....	10,289	18.71
Tm 30	Champlain Telephone.....	705	9,103	12.91	940	1.33	.....	10,042	14.24
Tm 31	State Telephone.....	498	8,117	16.30	1,790	3.59	.....	9,907	19.89
Tm 32	Warwick Valley Telephone.....	520	8,450	16.25	1,020	1.96	.....	9,470	18.21
Tm 33	New Berlin Telephone.....	450	6,912	15.36	2,506	5.57	.....	9,419	20.93
Tm 34	Monticello Telephone.....	317	7,787	24.56	1,290	4.07	268	9,345	29.48
Tm 35	Cayuga Southern Telephone.....	458	7,317	15.98	2,020	4.41	.....	9,337	20.39
Tm 36	Hilton Telephone.....	600	7,979	13.30	1,270	2.12	.....	9,249	15.41
Tm 37	Trumansburg Home Telephone.....	658	7,983	12.13	992	1.51	.....	8,975	13.64
Tm 38	Sherman Telephone.....	638	6,288	9.86	2,671	4.19	.....	8,959	14.04
Tm 39	Ontario County Mutual Telephone.....	516	6,804	13.19	2,085	4.04	.....	8,889	17.23
Tm 40	Delhi Telephone.....	435	6,891	15.84	1,458	3.35	267	8,617	19.81
Tm 41	Waterville Telephone.....	340	5,384	15.84	2,105	6.19	393	7,881	23.18
Tm 42	Portland Telephone.....	330	5,076	15.38	2,419	7.33	.....	7,495	22.71
Tm 43	Morrisville Telephone.....	497	5,960	11.99	1,144	2.30	144	7,247	14.58
Tm 44	Ogden Telephone.....	525	6,441	12.27	570	1.09	26	7,037	13.40
Tm 45	Brockport Telephone.....	621	6,507	10.48	516	.83	.....	7,022	11.31
Tm 46	Darien Telephone.....	500	4,672	9.34	2,149	4.30	.....	6,821	13.64
Tm 47	Port Byron Telephone.....	374	5,791	15.48	924	2.47	.....	6,715	17.96
Tm 48	Western Sullivan Telephone and Telegraph.....	415	5,600	13.49	925	2.23	.....	6,525	15.72
Tm 49	Chenango Valley Telephone.....	680	4,401	6.47	2,114	3.11	.....	6,514	9.58
Tm 50	Sherburne Telephone.....	337	5,456	16.19	956	2.84	51	6,462	19.18
Tm 51	Hamlin Rural Telephone.....	367	5,677	15.47	700	1.91	22	6,398	17.43
Tm 52	Our Own Telephone.....	288	4,835	16.79	1,388	4.82	.....	6,223	21.61
Tm 53	Baiting Hollow and Roanoke Telephone.....	428	5,964	13.93	152	.36	.....	6,116	14.29
Tm 54	Ashville and Panama Telephone and Telegraph.....	395	4,438	11.24	1,585	4.01	19	6,042	15.30
Tm 55	Red Jacket Telephone.....	395	4,893	12.39	1,129	2.86	17	6,039	15.29
Tm 56	Eden Telephone.....	395	5,174	13.10	560	1.42	.....	5,734	14.52
Tm 57	Eric-Wyoming Telephone.....	430	4,819	11.21	758	1.76	32	5,610	13.05
Tm 58	North Creek Telephone.....	400	4,312	10.78	1,293	3.23	.....	5,605	14.01
Tm 59	Oneida County Rural Telephone.....	414	4,895	11.82	631	1.52	.....	5,525	13.35
Tm 60	Northern Tioga Telephone.....	400	4,339	10.85	1,091	2.73	.....	5,430	13.57
Tm 61	East Randolph Telephone.....	400	4,949	12.37	422	1.05	.....	5,371	13.43
Tm 62	Ripley Telephone.....	265	4,209	15.88	914	3.45	.....	5,123	19.33
Tm 63	Mayville Telephone.....	200	3,027	15.13	2,078	10.39	.....	5,105	25.52
Tm 64	New Lisbon Farm Telephone.....	560	4,540	8.11	552	.99	2	5,095	9.10
Tm 65	Lewis and Hall Telephone.....	260	3,821	14.70	1,248	4.80	20	5,090	19.58
Tm 66	Earlville Telephone.....	381	3,710	9.74	595	1.56	511	4,816	12.64
Tm 67	Patrons Telephone.....	291	3,496	12.01	1,287	4.42	31	4,814	16.54
Tm 68	Downsville Telephone.....	331	3,578	10.81	911	2.75	54	4,543	13.73
Tm 69	Bergen Telephone.....	366	4,237	11.58	273	.75	.....	4,510	12.32
Tm 70	Heuvelton Telephone.....	238	3,866	16.24	539	2.26	.....	4,405	18.51
Tm 71	Byron Telephone.....	303	2,940	9.70	1,068	3.52	.....	4,008	13.23
Tm 72	Independent Union Telephone <sup>1</sup> .....	3.....	.....	.....	3,298	3.....	.....	3,298	3.....
Tm 73	Reading and Rock Stream Telephone and Telegraph.....	320	3,840	12.00	.....	.....	.....	3,840	12.00
Tm 74	Pioneer Telephone, Clarence.....	261	3,109	11.91	463	1.77	.....	3,572	13.68
Tm 75	Chestertown Telephone.....	260	2,879	11.07	688	2.65	.....	3,567	13.72
Tm 76	Candor Telephone.....	290	3,220	11.10	244	.84	.....	3,464	11.94
Tm 77	Suffolk County Telephone.....	265	2,985	11.26	44	.17	.....	3,028	11.43
Tm 78	Rushford Telephone.....	290	2,686	9.28	235	.81	.....	2,922	10.08
Tm 79	West Valley Telephone.....	218	2,508	11.50	.....	.....	.....	2,508	11.50
Tm 80	Walton Home Telephone.....	146	1,144	7.84	12	.08	.....	1,155	7.91
Tm 81	Ausable Home Telephone <sup>4</sup> .....	23	252	10.96	109	4.74	.....	361	15.69
Tm 82	Long Lake Telephone, Inc. <sup>5</sup> .....	47	157	3.34	34	.72	.....	191	4.07
Tm 83	North Shore Telephone.....	.....	.....	.....	3	.....	.....	11	.....
ITm 2	New Woodstock (Cummings Telephone).....	247	3,093	12.16	610	2.47	2	3,615	14.64
ITm 1	Marcellus (F. W. Knapp).....	295	4,292	14.55	868	2.94	.....	5,160	17.49

<sup>1</sup> Report covers period January 1 to October 30, 1914; see Historical and Explanatory Statement.

<sup>2</sup> Average toll revenue per station high because of large amount of local toll business between the towns served.

<sup>3</sup> This corporation is engaged primarily in the operation of toll lines, the majority of stations operated by it being merely testing stations; hence average

number of stations in service during year is not given and average revenues on that basis have not been computed.

<sup>4</sup> Report covers period January 1 to October 1, 1914; see Historical and Explanatory Statement.

<sup>5</sup> Report covers period October 1 to December 31, 1914; see Historical and Explanatory Statement.



TABLE 710: OPERATING EXPENSES, TELEPHONE CORPORATIONS

The figures given are for the corporation as a whole; they are not segregated according to state lines. Figures in *italics* denote credits. The corporations are named in the order of their average revenues from telephone operations during the year ended December 31, 1914; for their names in

Line No.	Geneva Tel. Tm 1		Oswego County Independent Tel. Tm 2		Cohoes-Waterford Home Tel. <sup>1</sup> Tm 3		Northwestern T. & T. Tm 4		Interlake Tel. Tm 5		Port Jervis Tel. Tm 6		Line No.
	Amount	Average per station	Amount	Average per station	Amount	Average per station	Amount	Average per station	Amount	Average per station	Amount	Average per station	
1	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	1
2	470	.22	600	.33	648	.49	626	.48	64	.04	2,724	2.40	2
3	4,512	2.07	2,759	1.53	4,426	3.37	2,001	1.52	2,495	1.66	1,419	1.25	3
4	2,165	.99	2,883	1.60	952	.73	2,545	1.94	2,193	1.46	1,169	.15	4
5	38	.02	8	.....	157	.12	96	.07	22	.01	340	.30	5
6	155	.07	.....	.....	271	.21	98	.07	110	.07	3,500	3.08	6
7	4,000	1.84	5,000	2.78	3,300	2.51	8,755	6.66	4,957	3.30	.....	.....	7
8	.....	.....	165	.09	2	.....	48	.04	117	.08	.....	.....	8
9	2,780	1.28	.....	.....	511	.39	.....	.....	.....	.....	1,222	1.08	9
10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
11	8,560	3.93	11,415	6.34	9,245	7.04	14,170	10.78	9,959	6.63	6,930	6.11	11
12	309	.14	.....	.....	.....	.....	588	.45	.....	.....	.....	.....	12
13	5,554	2.55	7,136	3.96	3,803	2.90	5,225	3.98	5,404	3.60	3,508	3.09	13
14	315	.14	405	.23	683	.52	536	.41	867	.58	763	.67	14
15	.....	.....	.....	.....	.....	.....	28	.02	.....	.....	.....	.....	15
16	640	.29	1,220	.68	4	.....	.....	.....	.....	.....	.....	.....	16
17	6,819	3.13	8,761	4.87	4,490	3.42	6,377	4.85	6,271	4.18	4,271	3.76	17
18	2,696	1.24	704	.39	2,101	1.60	1,934	1.47	1,034	.69	1,582	1.39	18
19	456	.21	5,160	2.87	5,563	4.24	3,762	2.86	2,829	1.88	2,008	1.77	19
20	185	.08	357	.20	190	.14	508	.39	519	.35	575	.51	20
21	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
23	384	.18	704	.39	973	.74	91	.07	314	.21	1,331	1.17	23
24	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	24
25	1,031	.47	6,221	3.46	6,726	5.12	4,361	3.32	3,662	2.44	3,914	3.45	25
26	19,106	8.77	27,100	15.06	22,562	17.18	26,841	20.43	20,926	13.93	16,697	14.71	26
27	2,178	.....	1,800	.....	1,313	.....	1,314	.....	1,502	.....	1,135	.....	27

Line No.	Cattaraugus Union Tel. Tm 11		Marquis T. & T. Tm 12		Columbia & Rensselaer T. & T. Tm 13		Dunkirk & Fredonia Tel. Tm 14		Ticonderoga Home Tel. Tm 15		Seneca-Gorham Tel. Tm 16		Line No.
	Amount	Average per station	Amount	Average per station	Amount	Average per station	Amount	Average per station	Amount	Average per station	Amount	Average per station	
1	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	1
2	1,061	.91	564	.42	1,218	1.32	1,413	1.46	1,514	2.12	2,677	3.12	2
3	1,008	.86	1,063	.79	470	.51	541	.56	551	.77	686	.80	3
4	.....	.....	.....	.....	46	.05	.....	.....	.....	.....	.....	.....	4
5	323	.28	246	.18	5	.01	169	.17	23	.03	.....	.....	5
6	2,400	2.05	3,900	2.91	.....	.....	4,000	4.12	3,000	4.20	2,523	2.94	6
7	.....	.....	.....	.....	.....	.....	.....	.....	229	.32	.....	.....	7
8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
11	4,792	4.09	5,773	4.31	1,739	1.89	6,124	6.31	5,317	7.44	5,886	6.85	11
12	115	.10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
13	4,067	3.47	2,651	1.98	3,483	3.79	2,974	3.06	2,781	3.89	2,760	3.21	13
14	937	.80	89	.07	187	.20	1,237	1.27	221	.31	.....	.....	14
15	.....	.....	.....	.....	.....	.....	.....	.....	3	.....	.....	.....	15
16	.....	.....	26	.02	.....	.....	.....	.....	.....	.....	.....	.....	16
17	5,118	4.37	2,766	2.06	3,670	3.99	4,211	4.34	3,005	4.20	2,760	3.21	17
18	2,053	1.75	1,651	1.23	1,403	1.53	1,011	1.04	297	.42	.....	.....	18
19	1,668	1.42	3,000	2.24	900	.98	1,338	1.38	1,435	2.01	1,700	1.98	19
20	231	.20	176	.13	269	.29	236	.24	173	.24	155	.18	20
21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
23	.....	.....	75	.06	386	.42	.....	.....	56	.08	.....	.....	23
24	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	24
25	1,898	1.62	3,251	2.43	1,554	1.69	1,574	1.62	1,664	2.33	1,855	2.16	25
26	13,862	11.83	13,440	10.03	8,367	9.09	12,919	13.30	10,283	14.38	10,501	12.22	26
27	1,172	.....	1,340	.....	920	.....	971	.....	715	.....	859	.....	27

<sup>1</sup> Report covers period January 1 to October 30, 1914; see Historical and Explanatory Statement.

<sup>2</sup> Includes \$1494 depreciation of "Leased plant (contract provision)".

## (CLASS C), YEAR ENDED DECEMBER 31, 1914

alphabetic order and their ranking on the basis of operating revenues see page 283.

Line No.	Name of account	Columbia Tel., Hudson Tm 7		Highland Tel. Tm 8		Perry Tel. Tm 9		Farm & Village Tel. Tm 10		Line No.
		Amount	Average per station	Amount	Average per station	Amount	Average per station	Amount	Average per station	
	<i>Maintenance:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Supervision of maintenance.....	362	.29					600	.54	1
2	Repairs wire plant.....	4,479	3.53	1,517	1.83	1,728	1.52	1,754	1.57	2
3	Repairs equipment.....	1,514	1.19	1,107	1.34	1,243	1.09	2,188	1.95	3
4	Repairs buildings and grounds.....	48	.04	36	.04					4
5	Station removals and changes.....	154	.12	208	.25	503	.44	64	.06	5
6	Depreciation plant and equipment.....			3,000	3.63	1,146	1.01	3,373	3.01	6
7	Extraordinary depreciation.....									7
8	Other maintenance expenses.....	732	.58			18	.02	2		8
9	Repairs charged to reserves, Cr.....									9
10	Joint maintenance expenses, Cr.....									10
11	Total maintenance expenses.....	7,289	5.74	5,868	7.10	4,638	4.07	7,982	7.13	11
	<i>Traffic:</i>									
12	Central office superintendence.....					714	.63	450	.40	12
13	Operators' wages.....	4,021	3.17	3,484	4.21	2,894	2.54	3,623	3.23	13
14	Central office supplies and expenses.....	52	.04	401	.48	709	.62	149	.15	14
15	Pay station expenses.....	61	.05					21	.02	15
16	Other traffic expenses.....	144	.11					22	.02	16
17	Total traffic expenses.....	4,278	3.37	3,885	4.70	4,318	3.79	4,266	3.81	17
18	Total commercial expenses.....	799	.63	1,855	2.24	1,203	1.06	252	.23	18
	<i>General and miscellaneous:</i>									
19	General administration.....	2,338	1.84	541	.65	4,723	4.15	2,000	1.79	19
20	Insurance.....	214	.17	235	.28	192	.17	75	.07	20
21	Accidents and damages.....							5		21
22	Law expenses connected with damages.....									22
23	Miscellaneous general expenses.....	458	.36	295	.36			20	.02	23
24	Joint general expenses, Cr.....									24
25	Total general and miscellaneous expenses.....	3,010	2.37	1,070	1.29	4,915	4.32	2,100	1.87	25
26	Total operating expenses.....	15,377	12.12	12,678	15.33	15,074	13.23	14,599	13.03	26
27	Average number company stations in service during year..	1,269		827		1,139		1,120		27

Line No.	Name of account	Red Hook Tel. Tm 17		Walden Tel. Tm 18		Catskill Mountain Tel. Tm 19		Rose Tel. Tm 20		Line No.
		Amount	Average per station	Amount	Average per station	Amount	Average per station	Amount	Average per station	
	<i>Maintenance:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Supervision of maintenance.....					9	.02			1
2	Repairs wire plant.....	2,300	4.60	1,036	2.00	1,226	3.19	2,088	2.69	2
3	Repairs equipment.....	153	.31	207	.40	687	1.79	847	1.09	3
4	Repairs buildings and grounds.....									4
5	Station removals and changes.....			345	.66	197	.51	95	.12	5
6	Depreciation plant and equipment.....			1,464	2.82	550	1.43	1,727	2.23	6
7	Extraordinary depreciation.....									7
8	Other maintenance expenses.....	694	1.39	92	.18					8
9	Repairs charged to reserves, Cr.....									9
10	Joint maintenance expenses, Cr.....									10
11	Total maintenance expenses.....	3,147	6.29	3,143	6.06	2,669	6.95	4,758	6.14	11
	<i>Traffic:</i>									
12	Central office superintendence.....	720	1.44							12
13	Operators' wages.....	2,986	5.97	2,583	4.98	3,098	8.07	2,549	3.29	13
14	Central office supplies and expenses.....	236	.47			49	.13	190	.25	14
15	Pay station expenses.....			723	1.39					15
16	Other traffic expenses.....									16
17	Total traffic expenses.....	3,942	7.88	3,307	6.37	3,147	8.20	2,739	3.53	17
18	Total commercial expenses.....	30	.06	419	.81	1,947	5.07	1,371	1.77	18
	<i>General and miscellaneous:</i>									
19	General administration.....			1,200	2.31	702	1.83	583	.75	19
20	Insurance.....	174	.35	145	.28	57	.15	148	.19	20
21	Accidents and damages.....									21
22	Law expenses connected with damages.....	24	.05							22
23	Miscellaneous general expenses.....	323	.65	317	.61					23
24	Joint general expenses, Cr.....									24
25	Total general and miscellaneous expenses.....	521	1.04	1,661	3.20	759	1.98	732	.94	25
26	Total operating expenses.....	7,641	15.28	8,530	16.44	8,523	22.20	9,599	12.39	26
27	Average number company stations in service during year..	500		519		384		775		27



TABLE 710: OPERATING EXPENSES, TELEPHONE CORPORATIONS

The figures given are for the corporation as a whole; they are not segregated according to state lines. Figures in *italics* denote *credits*.  
The corporations are named in the order of their average revenues from telephone operations during the year ended December 31, 1914; for their names in

Line No.	State Line Tel. Tm 21		Keeseville Tel. Tm 22		Port Henry Tel. Tm 23		Prattsburg Overland Tel. Tm 24		Cazenovia Tel. Tm 25		Westfield Tel. Tm 26		Line No.
	Amount	Average per station	Amount	Average per station	Amount	Average per station	Amount	Average per station	Amount	Average per station	Amount	Average per station	
	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	2,243	2.48					35	.03					1
2	1,227	1.36	1,225	1.64			1,058	.94			1,040	1.83	2
3			1,036	1.39	434	.74	845	.75	1,397	2.35	578	1.02	3
4							38	.03					4
5							75	.07	29	.05			5
6			792	1.06			1,600	1.43			1,350	2.37	6
7													7
8	744	.82			446	.76							8
9							315	.28					9
10													10
11	4,213	4.66	3,053	4.10	880	1.50	3,337	2.98	1,426	2.40	2,968	5.22	11
12													12
13	1,060	1.17	520	.70	1,650	2.81	16	.01					13
14	2,982	3.30	2,729	3.66	2,411	4.10	2,580	2.30	3,038	5.11	2,478	4.36	14
15	220	.24			300	.51	367	.33	169	.28	108	.19	15
16	800	.89			51	.09	205	.18					16
17	5,071	5.61	3,249	4.36	4,412	7.50	3,167	2.83	3,208	5.39	2,586	4.54	17
18							1,225	1.09	551	.93	164	.29	18
19	2,000	2.21	4,950	6.64	387	.66	2,364	2.11	1,471	2.47	1,504	2.64	19
20			237	.32	250	.43	41	.04	240	.40	42	.07	20
21													21
22									5	.01			22
23			1,444	1.94			30	.03					23
24													24
25	2,000	2.21	6,631	8.90	637	1.08	2,435	2.17	1,717	2.89	1,546	2.72	25
26	11,255	12.48	12,933	17.36	5,929	10.08	10,164	9.07	6,902	11.60	7,264	12.77	26
27	904		745		588		1,121		595		569		27

Line No.	State Tel. Tm 31		Warwick Valley Tel. Tm 32		New Berlin Tel. Tm 33		Monticello Tel. Tm 34		Cayuga Southern Tel. Tm 35		Hilton Tel. Tm 36		Line No.
	Amount	Average per station	Amount	Average per station	Amount	Average per station	Amount	Average per station	Amount	Average per station	Amount	Average per station	
	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	25	.05	1,320	2.54									1
2	1,362	2.73	2,477	4.76			2,194	6.92	1,022	2.23	1,090	1.82	2
3	633	1.27	353	.68	1,071	2.38	239	.75	681	1.49	921	1.53	3
4			35	.07					114	.25			4
5	134	.27	9	.02			380	1.20	233	.51	10	.02	5
6	888	1.78	1,200	2.31	1,500	3.33	1,380	4.35	1,900	4.15	900	1.50	6
7													7
8			80	.15									8
9							480	1.51	550	1.20			9
10													10
11	3,041	6.11	5,474	10.53	2,571	5.71	3,714	11.72	3,399	7.41	2,921	4.87	11
12									93	.20			12
13	248	.50							1,466	3.20	2,486	4.14	13
14	1,953	3.92	1,695	3.26	1,200	2.67	1,399	4.41	561	1.22	41	.07	14
15	815	1.64	338	.65	200	.44	245	.77					15
16			24	.05									16
17	3,017	6.06	2,057	3.96	1,400	3.11	1,644	5.19	2,120	4.63	2,528	4.21	17
18			329	.63			774	2.44	1,068	2.33	748	1.25	18
19	2,215	4.45	306	.59	1,500	3.33	816	2.57	848	1.85	592	.99	19
20	228	.46	276	.53			213	.67	75	.16	64	.11	20
21													21
22													22
23					1,339	2.98							23
24													24
25	2,443	4.91	581	1.12	2,839	6.31	1,029	3.25	924	2.02	656	1.09	25
26	8,501	17.07	8,441	16.23	6,809	15.13	7,161	22.59	7,510	16.40	6,853	11.42	26
27	498		520		450		317		458		600		27

(CLASS C), YEAR ENDED DECEMBER 31, 1914 (continued)

alphabetic order and their ranking on the basis of operating revenues see page 283.

Line No.	Name of account	Cornwall Tel. Tm 27		Walton People's Tel. Tm 28		Union Tel. Tm 29		Champlain Tel. Tm 30		Line No.
		Amount	Average per station	Amount	Average per station	Amount	Average per station	Amount	Average per station	
	<i>Maintenance:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Supervision of maintenance.....	384	1.19	552	.63	.....	.....	.....	.....	1
2	Repairs wire plant.....	1,985	6.16	602	.69	.....	.....	2,462	3.49	2
3	Repairs equipment.....	310	.96	442	.51	3,664	6.66	.....	.....	3
4	Repairs buildings and grounds.....	.....	.....	.....	.....	.....	.....	.....	.....	4
5	Station removals and changes.....	79	.25	57	.07	.....	.....	.....	.....	5
6	Depreciation plant and equipment.....	365	1.13	2,700	3.09	501	.91	2,139	3.03	6
7	Extraordinary depreciation.....	.....	.....	.....	.....	.....	.....	.....	.....	7
8	Other maintenance expenses.....	.....	.....	.....	.....	.....	.....	.....	.....	8
9	Repairs charged to reserves, Cr.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	Joint maintenance expenses, Cr.....	.....	.....	.....	.....	.....	.....	.....	.....	10
11	Total maintenance expenses.....	3,122	9.70	4,353	4.97	4,165	7.57	4,601	6.53	11
	<i>Traffic:</i>									
12	Central office superintendence.....	.....	.....	276	.32	.....	.....	.....	.....	12
13	Operators' wages.....	1,858	5.77	2,849	3.26	2,132	3.88	2,135	3.03	13
14	Central office supplies and expenses.....	116	.36	100	.11	.....	.....	608	.86	14
15	Pay station expenses.....	.....	.....	.....	.....	.....	.....	55	.08	15
16	Other traffic expenses.....	.....	.....	.....	.....	.....	.....	.....	.....	16
17	Total traffic expenses.....	1,973	6.13	3,225	3.69	2,132	3.88	2,798	3.97	17
18	Total commercial expenses.....	667	2.07	599	.68	12	.02	170	.24	18
	<i>General and miscellaneous:</i>									
19	General administration.....	960	2.98	308	.35	1,423	2.59	1,500	2.13	19
20	Insurance.....	93	.29	172	.20	148	.27	104	.15	20
21	Accidents and damages.....	.....	.....	.....	.....	.....	.....	.....	.....	21
22	Law expenses connected with damages.....	.....	.....	.....	.....	.....	.....	.....	.....	22
23	Miscellaneous general expenses.....	.....	.....	.....	.....	507	.92	.....	.....	23
24	Joint general expenses, Cr.....	.....	.....	.....	.....	.....	.....	.....	.....	24
25	Total general and miscellaneous expenses.....	1,054	3.27	480	.55	2,077	3.78	1,604	2.28	25
26	Total operating expenses.....	6,816	21.17	8,657	9.89	8,386	15.25	9,173	13.01	26
27	Average number company stations in service during year..	322		875		550		705		27

Line No.	Name of account	Trumansburg Home Tel. Tm 37		Sherman Tel. Tm 38		Ontario County Mutual Tel. Tm 39		Delhi Tel. Tm 40		Line No.
		Amount	Average per station	Amount	Average per station	Amount	Average per station	Amount	Average per station	
	<i>Maintenance:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Supervision of maintenance.....	.....	.....	1,115	1.75	.....	.....	200	.46	1
2	Repairs wire plant.....	535	.81	937	1.47	575	1.11	1,064	2.45	2
3	Repairs equipment.....	500	.76	857	1.34	630	1.22	425	.98	3
4	Repairs buildings and grounds.....	.....	.....	.....	.....	31	.06	186	.43	4
5	Station removals and changes.....	.....	.....	.....	.....	87	.17	.....	.....	5
6	Depreciation plant and equipment.....	.....	.....	.....	.....	2,237	4.34	2,074	4.77	6
7	Extraordinary depreciation.....	.....	.....	.....	.....	.....	.....	.....	.....	7
8	Other maintenance expenses.....	.....	.....	496	.78	23	.04	258	.59	8
9	Repairs charged to reserves, Cr.....	.....	.....	.....	.....	.....	.....	499	1.15	9
10	Joint maintenance expenses, Cr.....	.....	.....	.....	.....	.....	.....	.....	.....	10
11	Total maintenance expenses.....	1,035	1.57	3,405	5.34	3,583	6.94	3,703	8.52	11
	<i>Traffic:</i>									
12	Central office superintendence.....	50	.08	.....	.....	.....	.....	200	.46	12
13	Operators' wages.....	2,726	4.14	1,754	2.75	1,858	3.60	944	2.17	13
14	Central office supplies and expenses.....	100	.15	509	.80	244	.47	298	.69	14
15	Pay station expenses.....	.....	.....	.....	.....	2	.....	.....	.....	15
16	Other traffic expenses.....	.....	.....	.....	.....	.....	.....	.....	.....	16
17	Total traffic expenses.....	2,876	4.37	2,263	3.55	2,104	4.08	1,443	3.32	17
18	Total commercial expenses.....	.....	.....	.....	.....	288	.56	448	1.03	18
	<i>General and miscellaneous:</i>									
19	General administration.....	.....	.....	565	.89	1,229	2.38	1,846	4.24	19
20	Insurance.....	70	.11	.....	.....	49	.09	12	.03	20
21	Accidents and damages.....	.....	.....	.....	.....	.....	.....	.....	.....	21
22	Law expenses connected with damages.....	.....	.....	.....	.....	.....	.....	.....	.....	22
23	Miscellaneous general expenses.....	638	.97	.....	.....	59	.11	7	.02	23
24	Joint general expenses, Cr.....	.....	.....	.....	.....	.....	.....	.....	.....	24
25	Total general and miscellaneous expenses.....	708	1.08	565	.89	1,337	2.59	1,864	4.29	25
26	Total operating expenses.....	4,619	7.02	6,233	9.77	7,313	14.17	7,463	17.16	26
27	Average number company stations in service during year..	658		638		516		435		27



TABLE 710: OPERATING EXPENSES, TELEPHONE CORPORATIONS

The figures given are for the corporation as a whole; they are not segregated according to state lines. Figures in *italics* denote credits. The corporations are named in the order of their average revenues from telephone operations during the year ended December 31, 1914; for their names in

Line No.	Waterville Tel. Tm 41		Portland Tel. Tm 42		Morrisville Tel. Tm 43		Ogden Tel. Tm 44		Brockport Tel. Tm 45		Darien Tel. Tm 46		Line No.
	Amount	Average per station	Amount	Average per station	Amount	Average per station	Amount	Average per station	Amount	Average per station	Amount	Average per station	
	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1			609	1.82					936	1.51	1,250	2.50	1
2	1,128	3.32	887	2.69	267	.54	2,293	4.37	585	.94	240	.48	2
3	466	1.37	91	.28	301	.61							3
4													4
5			88	.27	43	.09			3		55	.11	5
6							1,082	2.06	1,693	2.73			6
7	1,500	4.41							25	.04	2,300	4.60	7
8			264	.80	1,088	2.19							8
9													9
10													10
11	3,094	9.10	1,931	5.85	1,699	3.42	3,374	6.43	3,243	5.22	3,845	7.69	11
12													12
13	1,815	5.34	952	2.88	1,867	3.76	636	1.21					13
14	203	.60	77	.23	209	.42	2,108	4.02	2,215	3.57	1,283	2.57	14
15							324	.62	272	.44			15
16			1,302	3.95	23	.05					4	.01	16
17	2,018	5.94	2,330	7.06	2,099	4.23	3,068	5.84	2,487	4.00	1,287	2.57	17
18	154	.45	243	.74	174	.35			488	.79	195	.39	18
19	1,660	4.88	190	.58	990	1.81			1,543	2.48	300	.60	19
20	53	.16	75	.23	155	.31	84	.16	525	.85	57	.11	20
21													21
22													22
23	357	1.05			335	.67			3		219	.44	23
24													24
25	2,071	6.09	264	.80	1,390	2.80	84	.16	2,072	3.34	576	1.15	25
26	7,337	21.58	4,768	14.45	5,363	10.79	6,526	12.43	8,290	13.35	5,903	11.81	26
27	340		330		497		525		621		500		27

Line No.	Our Own Tel. Tm 52		Baiting Hollow & Roanoke Tel. Tm 53		Ashville & Panama T. & T. Tm 54		Red Jacket Tel. Tm 55		Eden Tel. Tm 56		Erie-Wyoming Tel. Tm 57		Line No.
	Amount	Average per station	Amount	Average per station	Amount	Average per station	Amount	Average per station	Amount	Average per station	Amount	Average per station	
	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1			808	1.89							945	2.20	1
2	1,617	5.61	1,069	2.50	317	.80	206	.52	425	1.08	627	1.46	2
3					362	.92	286	.72	175	.44			3
4													4
5	11	.04			31	.08			105	.27			5
6			500	1.17	295	.75	500	1.27			2,382	5.54	6
7													7
8	183	.64			12	.03			345	.87			8
9													9
10													10
11	1,811	6.29	2,377	5.55	1,018	2.58	992	2.51	1,050	2.66	3,953	9.19	11
12													12
13	798	2.77	993	2.32	1,387	3.51	160	.41	200	.51			13
14	20	.07	67	.16	16	.04	2,363	5.98	1,093	2.77	1,003	2.33	14
15									200	.51			15
16					281	.71	141	.36	557	1.41	289	.67	16
17	818	2.84	1,060	2.48	1,684	4.26	2,664	6.74	2,050	5.19	1,292	3.00	17
18	399	1.39	53	.12	253	.64							18
19	1,880	6.53	426	1.00	883	2.24			1,000	2.53	770	1.79	19
20	236	.82	72	.17	66	.17	64	.16			48	.11	20
21													21
22													22
23			35	.08	1								23
24													24
25	2,116	7.35	533	1.25	950	2.41	64	.16	1,000	2.53	819	1.90	25
26	5,144	17.86	4,023	9.40	3,905	9.89	3,720	9.42	4,100	10.38	6,064	14.10	26
27	288		428		395		395		395		430		27

\* Stated by respondent to represent "The actual amount expended in replacing poles, arms, wire, etc."

## (CLASS C), YEAR ENDED DECEMBER 31, 1914 (continued)

alphabetic order and their ranking on the basis of operating revenues see page 283.

Line No.	Name of account	Port Byron Tel. Tm 47		Western Sullivan T. & T. Tm 48		Chenango Valley Tel. Tm 49		Sherburne Tel. Tm 50		Hamlin Rural Tel. Tm 51		Line No.
		Amount	Average per station	Amount	Average per station	Amount	Average per station	Amount	Average per station	Amount	Average per station	
	<i>Maintenance:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Supervision of maintenance.....			75	.18	1,013	1.49			351	.96	1
2	Repairs wire plant.....	452	1.21			973	1.43	592	1.76	2,278	6.21	2
3	Repairs equipment.....	319	.85					577	1.71	499	1.36	3
4	Repairs buildings and grounds.....											4
5	Station removals and changes.....	11	.03					258	.77			5
6	Depreciation plant and equipment.....	744	1.99	1,640	3.95			950	2.82	25	.07	6
7	Extraordinary depreciation.....											7
8	Other maintenance expenses.....									1		8
9	Repairs charged to reserves, Cr.....							100	.30			9
10	Joint maintenance expenses, Cr.....											10
11	Total maintenance expenses.....	1,526	4.08	1,715	4.13	1,986	2.92	2,277	6.76	3,155	8.60	11
	<i>Traffic:</i>											
12	Central office superintendence.....							180	.53	151	.41	12
13	Operators' wages.....	1,092	2.92	2,228	5.37	1,563	2.30	1,363	4.04	1,235	3.37	13
14	Central office supplies and expenses.....	89	.24	57	.14	319	.47	277	.82	78	.21	14
15	Pay station expenses.....											15
16	Other traffic expenses.....	214	.57	65	.16							16
17	Total traffic expenses.....	1,394	3.72	2,350	5.66	1,882	2.77	1,820	5.40	1,465	3.99	17
18	Total commercial expenses.....	9	.02									18
	<i>General and miscellaneous:</i>											
19	General administration.....	1,723	4.61	315	.76	651	.96	307	.91	116	.32	19
20	Insurance.....	198	.53			72	.11	40	.12	183	.50	20
21	Accidents and damages.....											21
22	Law expenses connected with damages.....											22
23	Miscellaneous general expenses.....					231	.34					23
24	Joint general expenses, Cr.....											24
25	Total general and miscellaneous expenses.....	1,922	5.14	315	.76	954	1.40	347	1.03	299	.81	25
26	Total operating expenses.....	4,851	12.97	4,380	10.35	5,741	8.44	5,102	15.14	5,628	15.34	26
27	Average number company stations in service during year.....	374		415		680		337		367		27

Line No.	Name of account	North Creek Tel. Tm 58		Oneida County Rural Tel. Tm 59		Northern Tioga Tel. Tm 60		East Randolph Tel. Tm 61		Ripley Tel. Tm 62		Line No.
		Amount	Average per station	Amount	Average per station	Amount	Average per station	Amount	Average per station	Amount	Average per station	
	<i>Maintenance:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Supervision of maintenance.....											1
2	Repairs wire plant.....	586	1.47	728	1.76	173	.43			857	3.23	2
3	Repairs equipment.....			415	1.00	130	.33	1,523	3.81			3
4	Repairs buildings and grounds.....											4
5	Station removals and changes.....					54	.13					5
6	Depreciation plant and equipment.....	1,243	3.11	750	1.81	1,331	3.33					6
7	Extraordinary depreciation.....											7
8	Other maintenance expenses.....									318	1.20	8
9	Repairs charged to reserves, Cr.....											9
10	Joint maintenance expenses, Cr.....											10
11	Total maintenance expenses.....	1,829	4.57	1,893	4.57	1,688	4.22	1,523	3.81	1,176	4.44	11
	<i>Traffic:</i>											
12	Central office superintendence.....	588	1.47									12
13	Operators' wages.....	1,106	2.77	2,035	4.92	1,521	3.80	1,110	2.77	533	2.01	13
14	Central office supplies and expenses.....	200	.50	60	.14	14	.03			85	.32	14
15	Pay station expenses.....											15
16	Other traffic expenses.....									380	1.43	16
17	Total traffic expenses.....	1,893	4.73	2,095	5.06	1,535	3.84	1,110	2.77	999	3.77	17
18	Total commercial expenses.....	100	.25			111	.28	439	1.10	89	.34	18
	<i>General and miscellaneous:</i>											
19	General administration.....	700	1.75	475	1.15	1,021	2.55	1,000	2.50			19
20	Insurance.....	200	.50			6	.01	145	.36	61	.23	20
21	Accidents and damages.....											21
22	Law expenses connected with damages.....											22
23	Miscellaneous general expenses.....	250	.63	406	.98			93	.23	33	.12	23
24	Joint general expenses, Cr.....											24
25	Total general and miscellaneous expenses.....	1,150	2.87	881	2.13	1,027	2.57	1,238	3.09	94	.35	25
26	Total operating expenses.....	4,972	12.43	4,870	11.76	4,361	10.90	4,311	10.78	2,359	8.90	26
27	Average number company stations in service during year.....	400		414		400		400		265		27



TABLE 710: OPERATING EXPENSES, TELEPHONE CORPORATIONS

The figures given are for the corporation as a whole; they are not segregated according to state lines. Figures in *italics* denote credits. The corporations are named in the order of their average revenues from telephone operations during the year ended December 31, 1914; for their names in

Line No.	Mayville Tel. Tm 63		New Lisbon Farm Tel. Tm 64		Lewis & Hall Tel. Tm 65		Earlville Tel. Tm 66		Patrons Tel. Tm 67		Downsville Tel. Tm 68		Line No.
	Amount	Average per station	Amount	Average per station	Amount	Average per station	Amount	Average per station	Amount	Average per station	Amount	Average per station	
	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	.....	.....	1,195	2.13	874	3.36	.....	.....	1,100	3.78	960	2.90	1
2	41	.21	882	1.57	474	1.82	236	.62	215	.74	462	1.40	2
3	98	.49	303	.54	.....	.....	352	.92	130	.45	698	2.11	3
4	.....	.....	.....	.....	.....	.....	.....	.....	150	.52	.....	.....	4
5	29	.15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
6	562	2.81	.....	.....	529	2.03	.....	.....	709	2.44	.....	.....	6
7	.....	.....	.....	.....	389	1.50	.....	.....	.....	.....	.....	.....	7
8	19	.09	485	.87	.....	.....	89	.23	.....	.....	.....	.....	8
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
11	750	3.75	2,865	5.12	2,266	8.72	677	1.78	2,305	7.92	2,120	6.40	11
12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
13	1,296	6.48	805	1.44	1,377	5.30	944	2.48	1,070	3.68	1,315	3.97	13
14	237	1.19	118	.21	.....	.....	21	.06	361	1.24	68	.21	14
15	.....	.....	.....	.....	16	.06	.....	.....	.....	.....	.....	.....	15
16	373	1.87	225	.40	308	1.18	.....	.....	.....	.....	4	.01	16
17	1,906	9.53	1,148	2.05	1,701	6.54	965	2.53	1,431	4.92	1,387	4.19	17
18	148	.74	166	.30	.....	.....	.....	.....	.....	.....	.....	.....	18
19	765	3.83	151	.27	.....	.....	507	1.33	175	.60	36	.11	19
20	121	.61	90	.16	39	.15	.....	.....	68	.23	133	.40	20
21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
23	108	.54	87	.16	.....	.....	448	1.18	.....	.....	8	.02	23
24	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	24
25	994	4.97	328	.59	39	.15	955	2.51	243	.83	177	.53	25
26	3,798	18.99	4,507	8.05	4,006	15.41	2,596	6.81	3,978	13.67	3,684	11.13	26
27	200	.....	560	.....	260	.....	381	.....	291	.....	331	.....	27

Line No.	Pioneer Tel., Clarence Tm 74		Chestertown Tel. Tm 75		Candor Tel. Tm 76		Suffolk County Tel. Tm 77		Rushford Tel. Tm 78		West Valley Tel. Tm 79		Walton Home Tel. Tm 80		Line No.
	Amount	Average per station	Amount	Average per station	Amount	Average per station	Amount	Average per station	Amount	Average per station	Amount	Average per station	Amount	Average per station	
	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	.....	.....	.....	.....	.....	.....	.....	.....	26	.09	.....	.....	.....	.....	1
2	107	.41	818	3.15	.....	.....	205	.77	432	1.49	.....	.....	179	1.23	2
3	43	.16	552	2.12	833	2.87	.....	.....	286	.99	813	3.73	.....	.....	3
4	.....	.....	.....	.....	.....	.....	.....	.....	19	.07	.....	.....	.....	.....	4
5	932	3.57	600	2.31	345	1.19	.....	.....	500	1.72	.....	.....	1,428	9.78	5
6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
7	.....	.....	.....	.....	.....	.....	.....	.....	67	.23	.....	.....	.....	.....	7
8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
9	.....	.....	380	1.46	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
11	1,082	4.15	1,590	6.12	1,178	4.06	205	.77	1,196	4.12	813	3.73	1,607	11.00	11
12	.....	.....	.....	.....	.....	.....	.....	.....	168	.58	.....	.....	305	2.09	12
13	662	2.54	727	2.80	442	1.52	780	2.94	394	1.36	661	3.03	528	3.62	13
14	41	.16	67	.26	97	.33	126	.48	96	.33	.....	.....	41	.28	14
15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
16	.....	.....	.....	.....	.....	.....	.....	.....	57	.20	.....	.....	.....	.....	16
17	703	2.69	794	3.05	539	1.86	906	3.42	715	2.47	661	3.03	874	5.99	17
18	33	.13	453	1.74	.....	.....	.....	.....	199	.69	.....	.....	.....	.....	18
19	891	3.41	45	.17	200	.69	915	3.45	561	1.93	80	.37	.....	.....	19
20	51	.20	61	.23	46	.16	.....	.....	10	.03	.....	.....	.....	.....	20
21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
23	.....	.....	.....	.....	.....	.....	220	.83	6	.02	.....	.....	.....	.....	23
24	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	24
25	942	3.61	106	.41	246	.85	1,134	4.28	577	1.99	80	.37	.....	.....	25
26	2,760	10.57	2,943	11.32	1,963	6.77	2,245	8.47	2,687	9.27	1,554	7.13	2,482	17.00	26
27	261	.....	260	.....	290	.....	265	.....	290	.....	218	.....	146	.....	27

\* Switching charges of Springville Telephone Company at the rate of \$3 per annum for each telephone.

## (CLASS C), YEAR ENDED DECEMBER 31, 1914 (concluded)

alphabetic order and their ranking on the basis of operating revenues see page 283.

Line No.	Name of account	Bergen Tel. Tm 69		Heuvelton Tel. Tm 70		Byron Tel. Tm 71		Independent Union Tel. <sup>1</sup> Tm 72		Reading & Rock Stream T. & T. Tm 73		Line No.
		Amount	Average per station	Amount	Average per station	Amount	Average per station	Amount	Average per station	Amount	Average per station	
	<i>Maintenance:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Supervision of maintenance.....									649	2.03	1
2	Repairs wire plant.....	415	1.13			79	.26	1,991		37	.12	2
3	Repairs equipment.....	650	1.78	885	3.72	123	.41			200	.63	3
4	Repairs buildings and grounds.....											4
5	Station removals and changes.....					2	.01					5
6	Depreciation plant and equipment.....	1,147	3.13	722	3.03	900	2.97	15,000				6
7	Extraordinary depreciation.....											7
8	Other maintenance expenses.....	50	.14					21				8
9	Repairs charged to reserves, Cr.....											9
10	Joint maintenance expenses, Cr.....											10
11	Total maintenance expenses.....	2,262	6.18	1,607	6.75	1,104	3.64	17,012		886	2.77	11
	<i>Traffic:</i>											
12	Central office superintendence.....									\$ 960	3.00	12
13	Operators' wages.....	1,251	3.42	472	1.98	1,003	3.31					13
14	Central office supplies and expenses.....	52	.14			87	.29					14
15	Pay station expenses.....											15
16	Other traffic expenses.....	70	.19	99	.42							16
17	Total traffic expenses.....	1,373	3.75	571	2.40	1,090	3.60			960	3.00	17
18	Total commercial expenses.....	425	1.16	873	3.67	89	.29			168	.53	18
	<i>General and miscellaneous:</i>											
19	General administration.....	386	1.05	385	1.62	1,013	3.34			244	.76	19
20	Insurance.....	95	.26	12	.05	15	.05	2,520				20
21	Accidents and damages.....											21
22	Law expenses connected with damages.....											22
23	Miscellaneous general expenses.....	2	.01					581				23
24	Joint general expenses, Cr.....											24
25	Total general and miscellaneous expenses.....	482	1.32	397	1.67	1,028	3.39	3,101		244	.76	25
26	Total operating expenses.....	4,542	12.41	3,448	14.49	3,312	10.93	20,113		2,258	7.06	26
27	Average number company stations in service during year.....	366		238		303				320		27

Line No.	Name of account	Ausable Home Tel. <sup>7</sup> Tm 81		Long Lake Tel. <sup>8</sup> Tm 82		North Shore Tel. Tm 83		New Woodstock (Cummings Tel.) Tm 2		Marcellus (F. W. Knapp) Tm 1		Line No.
		Amount	Average per station	Amount	Average per station	Amount	Average per station	Amount	Average per station	Amount	Average per station	
	<i>Maintenance:</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	
1	Supervision of maintenance.....							295	1.19			1
2	Repairs wire plant.....	38	1.65	101	2.15			20	.08			2
3	Repairs equipment.....	38	1.65	35	.74			165	.67	597	2.02	3
4	Repairs buildings and grounds.....											4
5	Station removals and changes.....							10	.04			5
6	Depreciation plant and equipment.....							400	1.62	500	1.69	6
7	Extraordinary depreciation.....											7
8	Other maintenance expenses.....	16	.70					132	.53			8
9	Repairs charged to reserves, Cr.....											9
10	Joint maintenance expenses, Cr.....											10
11	Total maintenance expenses.....	92	4.00	136	2.89			1,021	4.13	1,097	3.72	11
	<i>Traffic:</i>											
12	Central office superintendence.....							213	.86			12
13	Operators' wages.....	308	13.39					1,219	4.94	1,175	3.98	13
14	Central office supplies and expenses.....							197	.80	290	.98	14
15	Pay station expenses.....							347	1.40			15
16	Other traffic expenses.....	25	1.09					42	.17	160	.54	16
17	Total traffic expenses.....	333	14.48					2,018	8.17	1,625	5.51	17
18	Total commercial expenses.....											18
	<i>General and miscellaneous:</i>											
19	General administration.....			30	.64			67	.27			19
20	Insurance.....	23	1.00							42	.14	20
21	Accidents and damages.....					15						21
22	Law expenses connected with damages.....											22
23	Miscellaneous general expenses.....	31	1.35									23
24	Joint general expenses, Cr.....											24
25	Total general and miscellaneous expenses.....	54	2.35	30	.64	15		67	.27	42	.14	25
26	Total operating expenses.....	479	20.83	166	3.53	15		3,107	12.58	2,764	9.37	26
27	Average number company stations in service during year.....	23		47				247		295		27

<sup>1</sup> Report covers period January 1 to October 30, 1914; see Historical and Explanatory Statement.<sup>4</sup> This corporation was engaged primarily in the operation of toll lines, the majority of stations operated by it being merely testing stations; hence average number of stations in service during year is not given and average operating expenses on that basis have not been computed.<sup>6</sup> Switching charges of Federal Telephone & Telegraph Company.<sup>7</sup> Report covers period January 1 to October 1, 1914; see Historical and Explanatory Statement.<sup>8</sup> Report covers period October 1 to December 31, 1914; see Historical and Explanatory Statement.





## STEAM CORPORATIONS

During the year ended December 31, 1914, there were eleven corporations coming within the definition in the Public Service Commissions Law of "Steam Corporations". Of these, nine were also electrical corporations or electrical and gas corporations, and made reports to the Commission as such. The steam operations of such companies are so closely related to the operations of the Electric department that in some cases no separate record has been kept of the cost of labor and materials used in producing steam for heat or power. The steam is quite generally exhaust from the boilers used in generating electric energy by steam power, and in such case its cost as a factor in the operation of the steam heating plant could at best be only a matter of more or less arbitrary estimate.

Inasmuch as the corporate balance sheet and income account of these steam corporations are except in two instances already shown in tables that appear elsewhere in this volume, and inasmuch as the revenues and expenses reported are for the reasons cited of doubtful significance, it has not seemed desirable for the present to attempt any tabular comparisons of these returns; and there is therefore simply given for each corporation a brief abstract of its report, showing for what they are worth the figures not already tabulated in the abstracts of reports of electrical and gas corporations.

### Central Hudson Gas and Electric Company

For balance sheet, income account, capitalization, etc., see tables of Electrical and Gas Corporations, Class A.

*Territory served:* Newburgh.

*Fixed capital:* The company reports the undistributed cost of capital devoted to steam heating operations December 31, 1914, at \$2395.

*Revenues:* Steam operating revenues during the year are reported as follows:

Steam revenue.....	\$12,556
Less credits and allowances.....	24
Total operating revenues.....	\$12,532

*Expenses:* Steam operating expenses during the year are reported as follows:

Cost of steam.....	\$9,744
Maintenance and operation of system.....	761
Commercial expenses.....	44
General and miscellaneous expenses.....	3
Total operating expenses.....	\$10,552
Taxes applicable to steam operations.....	178
Uncollectible bills.....	27
Total revenue deductions.....	\$10,757

*Rates:* The company reports the following rates in effect at the close of the year: 60¢ per 1000 for the first 10,000 lbs. condensation per month; 55¢ per 1000 for the next 10,000 lbs. condensation per month; 50¢ per 1000 for the next 10,000 lbs. condensation per month; 45¢ per 1000 for the next 20,000 lbs. condensation per month; 42½¢ per 1000 for the next 40,000 lbs. condensation per month; 37½¢ per 1000 for the next 250,000 lbs. condensation per month; 35¢ per 1000 for all in excess of 340,000 lbs. condensation per month; 5 per cent discount if bill is paid within ten days. Minimum charge \$3 per month.

### Central New York Gas and Electric Company

For balance sheet, income account, capitalization, etc., see tables of Electrical and Gas Corporations, Class A.

*Territory served:* Geneva and Newark.

*Fixed capital:* The company reports the undistributed cost of capital devoted to steam heating operations at close of year at \$102,224.

*Revenues:* Steam operating revenues during the year are reported as follows:

Steam heating.....	\$35,374
Steam penalties.....	109
Total operating revenues.....	\$35,483

*Expenses:* Steam operating expenses are not segregated from those of the Electric and Gas departments, with the exception of \$2371 reported as "Repairs".

*Rates:* The company reports the following rates in effect at the close of the year:

Geneva: 60¢ per 1000 for the first 50,000 lbs. condensation per month; 55¢ per 1000 for the second 50,000 lbs. condensation per month; 50¢ per 1000 for all over 100,000 lbs. condensation per month; 10 per cent discount if bill is paid within ten days.

Newark: 5¢ per square foot radiation per month; 10 per cent discount if bill is paid within ten days

### Dunkirk Electrical Manufacturing Company

For balance sheet, income account, capitalization, etc., see tables of Electrical Corporations, Class B.

*Territory served:* Dunkirk.

*Fixed capital:* The cost of capital specifically devoted to steam heating operations is not segregated from the cost of electric fixed capital.

*Revenues:* The company reports \$5671 revenue from the sale of high and low pressure steam to Dunkirk Power and Heating Company.

*Expenses:* Steam operating expenses during the year are reported as follows:

Production:	
Station superintendence and labor.....	\$1,076
Fuel for steam.....	1,972
Other station supplies and expenses.....	148
Repairs of power plant buildings.....	111
Repairs of steam equipment.....	91
Miscellaneous station repairs.....	33
Total production.....	\$3,432
General and miscellaneous:	
General administration.....	\$524
Insurance.....	115
General amortization, steam.....	608
	\$1,247

Total operating expenses.....	\$4,679
Taxes applicable to steam operations.....	56
Total revenue deductions.....	\$4,735

*Rates:* Respondent supplies steam only to Dunkirk Power and Heating Company at cost plus 10 per cent.

### Dunkirk Power and Heating Company

*Territory served:* Dunkirk.

Balance sheet December 31, 1914:

<i>Assets Side:</i>	
Cost of plant and equipment.....	\$6,816
Organization expenses.....	306
Good will.....	42,455
Cash.....	1
Accounts receivable.....	671
Deficit.....	9,238
Total.....	\$59,487
<i>Liabilities Side:</i>	
Capital stock.....	\$50,000
Accounts payable.....	6,817
Reserve for depreciation.....	2,670
Total.....	\$59,487



## Income account for year ended December 31, 1914:

Operating revenues:	
High pressure laundry service.....	\$886
Low pressure heating service.....	3,128
Total operating revenues.....	\$4,014
Operating expenses:	
Production:	
Steam from other sources.....	\$5,671
Transmission and distribution:	
Distribution subway rent.....	\$1
Repairs of distribution mains.....	48
Repairs of steam services.....	9
Steam meter operation and repairs.....	30
Total transmission and distribution.....	\$88
General and miscellaneous:	
General amortization.....	\$684
General stationery and printing.....	3
Store and stable expenses.....	7
Total general and miscellaneous.....	\$694
Total operating expenses.....	\$6,453
Taxes applicable to steam operations.....	34
Uncollectible bills.....	643
Total revenue deductions.....	\$7,130
Deficit from steam operations.....	\$3,116
Deficit at beginning of year.....	6,123
Deficit at close of year.....	\$9,238

*Rates:* The company reports the following rates in effect at the close of the year: 60¢ per 1000 lbs. condensation, less 20 per cent for low pressure heating. Flat rate for low pressure heating based on \$3 to \$5 per 1000 cubic feet of space per season, dependent on the character and exposure of the building; applies where charge is less than \$100 per season. High pressure service based on cost plus 10 per cent. No minimum rates.

## Empire Gas and Electric Company

For balance sheet, income account, capitalization, etc., see tables of Electrical and Gas Corporations, Class A.

*Territory served:* Auburn.

*Fixed capital:* The company reports the undistributed cost of capital devoted to steam heating operations December 31, 1914, at \$56,388.

*Revenues:* Steam operating revenues during the year are reported as follows:

Steam heat.....	\$25,605
Steam penalties.....	114
Total operating revenues.....	\$25,718

*Expenses:* Steam operating expenses are not segregated from those of the Electric and Gas departments, with the exception of \$957 reported as repairs.

*Rates:* The company reports the following rates in effect at the close of the year: Flat rate 45¢ per square foot radiation per year. Meter rate 50¢ per 1000 lbs. condensation per month. In each case there is a 10 per cent discount if bill is paid within ten days.

## Hornell Electric Company

For balance sheet, income account, capitalization, etc., see tables of Electrical Corporations, Class A.

*Territory served:* Hornell.

*Fixed capital:* The company reports the cost of capital devoted to steam heating operations December 31, 1914, as follows:

Steam mains and services.....	\$98,158
Steam meters.....	3,770
Steam meter installation.....	437
Total fixed capital.....	\$102,365

*Expenses:* Steam operating expenses during the year are reported as follows:

Production:	
Station superintendence and labor.....	\$1,403
Fuel.....	8,595
Other station supplies and expenses.....	369
Repairs power plant buildings.....	166
Repairs steam equipment.....	1,260
Miscellaneous station repairs.....	46
Total production.....	\$11,838
Transmission and distribution:	
Repairs steam mains.....	\$205
Repairs steam services.....	80
Repairs steam meters.....	192
Repairs steam tools.....	2
Setting and removing steam meters.....	42
Total transmission and distribution.....	\$521
Commercial expenses.....	\$771

General and miscellaneous:	
General administration.....	\$2,299
Insurance.....	562
Franchise requirements.....	935
Stationery and printing.....	13
Duplicate charges, Cr.....	965
Total general and miscellaneous.....	\$2,814

Total operating expenses.....	\$15,974
Taxes applicable to steam operations.....	1,345
Uncollectible bills.....	126

Total revenue deductions.....	\$17,445
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*Rates:* The company reports the following rates in effect at the close of the year:

Building	Location	Radiation	Rate
Brick store.....	Inside	1 to 105	.32
Brick store.....	Outside	1 to 90	.32
Wood store.....	Inside	1 to 80	.32
Wood store.....	Outside	1 to 70	.32
Wood store.....	All exposed	1 to 50	.35
Brick dwelling.....		1 to 80	.38
Wood and paper dwelling.....		1 to 65	.38
Wood dwelling.....		1 to 50	.38
Brick tenement.....	Inside	1 to 105	.38
Brick tenement.....	Outside	1 to 90	.38
Wood tenement.....	Inside	1 to 80	.38
Wood tenement.....	Outside	1 to 70	.38
Brick hotel.....	Inside	1 to 125	.25
Brick hotel.....	Outside	1 to 100	.25

Dwellings: lower floor 38¢; upper floor 32¢, unless upper floor is also used for dwelling. Flat rate discounts: 250 to 350 feet of radiation 5 per cent; 350 to 500 feet of radiation 8 per cent; 500 to 850 feet of radiation 10 per cent. Meter rates: 55¢ per 1000 lbs. condensation per month: 20 per cent discount if bill is paid within fifteen days. No minimum charge.

## Lockport Light, Heat and Power Company

For balance sheet, income account, capitalization, etc., see tables of Electrical and Gas Corporations, Class A.

*Territory served:* Lockport.

*Fixed capital:* The company reports the cost of capital devoted to steam heating operations December 31, 1914, as follows:

Organization.....	\$1,126
Steam mains.....	154,290
Steam services.....	21,332
Steam meters.....	6,727
Steam meter installation.....	4,143
Other steam plant equipment.....	315
Steam tools and implements.....	260
Total fixed capital.....	\$188,193

*Revenues:* Steam operating revenues during the year are reported as follows:

Metered.....	\$45,189
Flat rate.....	2,073
Steam appliance sales.....	4
Total operating revenues.....	\$47,265

*Expenses:* Steam operating expenses during the year are reported as follows:

Production:	
Steam transferred to district heating, debit.....	\$17,358

Transmission and distribution:	
Distribution supplies and expenses.....	\$218
Work on consumers' premises.....	481
Setting and removing meters.....	400
Repairs of steam mains.....	544
Repairs of steam services.....	69
Repairs of steam meters.....	928
Repairs of distribution tools.....	15
Steam main expense.....	101
Steam service expense.....	61
Total transmission and distribution.....	\$2,818

Commercial and promotion expenses.....	\$1,753
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General and miscellaneous:	
Salaries of general officers.....	\$2,462
Salaries of general office clerks.....	314
General office supplies.....	213
Incidental expenses.....	251
General stationery and printing.....	105
Miscellaneous general expense.....	274
Insurance.....	509
General law expense.....	384
Law expenses connected with damages.....	96
Accidents and damages.....	96
Store expenses.....	124
Inventory adjustments, Cr.....	19
Total general and miscellaneous.....	\$4,815

Duplicate charges, Cr.....	\$187
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Total operating expenses.....	\$26,558
Taxes applicable to steam operations.....	2,840
Uncollectible bills.....	8

Total revenue deductions.....	\$29,406
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**Rates:** The company reports that steam is sold at flat rates determined on cubical contents basis in accordance with use of building. Metered rates during 1914 are not reported, but for 1913 they were given as follows: 70¢ per 1000 for the first 10,000 lbs. or less consumed in any month; 65¢ per 1000 for the next 10,000 lbs. or less consumed in any month; 60¢ per 1000 for the next 10,000 lbs. or less consumed in any month; 55¢ per 1000 for the next 20,000 lbs. or less consumed in any month; 50¢ per 1000 for the next 40,000 lbs. or less consumed in any month; 45¢ per 1000 for the next 250,000 lbs. or less consumed in any month; 40¢ per 1000 for the next 340,000 lbs. consumed in any month. 15 per cent discount on all bills amounting to more than \$3.50 if paid within ten days. Minimum charge \$3 per month.

#### Penn Yan Steam Heating Company

**Territory served:** Penn Yan.

Balance sheet December 31, 1914:

<i>Assets Side:</i>	
Cost of plant and equipment.....	\$31,040
Materials and supplies.....	382
Cash.....	344
Bills receivable.....	467
Accounts receivable.....	2,771
Deficit.....	2,832
<b>Total.....</b>	<b>\$37,836</b>
<i>Liabilities Side:</i>	
Capital stock.....	\$30,000
Bills payable.....	7,836
<b>Total.....</b>	<b>\$37,836</b>

**Fixed capital:** The company reports the cost of capital devoted to steam heating operations December 31, 1914, as follows:

Mains and franchises.....	\$28,318
Traps, separators, and meters.....	2,722
<b>Total fixed capital.....</b>	<b>\$31,040</b>

**Income account for year ended December 31, 1914:**

Operating revenues.....	\$12,194
Operating expenses:	
Cost of steam purchased.....	\$9,651
Labor for repairs and maintenance.....	731
Supplies and repairs.....	450
Office supplies and salaries.....	84
General expense.....	62
<b>Total operating expenses.....</b>	<b>\$10,977</b>
Taxes applicable to steam operations.....	229
Uncollectible bills.....	176
<b>Total revenue deductions.....</b>	<b>\$11,382</b>
Operating income.....	\$812
Deficit at beginning of year.....	3,644
<b>Deficit at close of year.....</b>	<b>\$2,832</b>

**Rates:** The company reports the following rates in effect at the close of the year: 50¢ per 1000 for the first 50,000 lbs. condensation per month; 45¢ per 1000 for the next 50,000 lbs. condensation per month; 40¢ per 1000 for all over 100,000 lbs. condensation per month; 10 per cent discount for cash payment.

#### Port Jefferson Electric Light Company

For balance sheet, income account, capitalization, etc., see tables of Electrical Corporations, Class B.

**Territory served:** Town of Brookhaven.

**Fixed capital:** The company reports the undistributed cost of capital devoted to steam heating operations December 31, 1914, at \$10,910.

**Revenues:** The report shows a total revenue of \$1943 from sale of exhaust steam for heating purposes. No expenses have apparently been charged to this department.

**Rates:** The company reports the following rates in effect at the close of the year: 60¢ per 1000 for the first 25,000 lbs. condensation per month; 55¢ per 1000 for the next 25,000 lbs. condensation per month; 50¢ per 1000 for all over 50,000 lbs. condensation per month. Special rates for all year 'round laundry customers: 60¢ per 1000 for the first 10,000 lbs. condensation per month; 55¢ per 1000 for the second 10,000 lbs. condensation per month; 50¢ per 1000 for the third 10,000 lbs.

condensation per month; 45¢ per 1000 for all over 30,000 lbs. condensation per month.

#### Rochester Railway and Light Company

For balance sheet, income account, capitalization, etc., see tables of Electrical and Gas Corporations, Class A.

**Territory served:** Rochester.

**Fixed capital:** The company reports the cost of capital devoted to steam heating operations December 31, 1914 as follows:

Fixed capital installed prior to December 31, 1908.....	\$1,283
Fixed capital installed since December 31, 1908:	
Undistributable items.....	2,539
Trunk lines and mains.....	47,446
Steam services.....	1,506
Miscellaneous equipment.....	816
Customers' meters and traps.....	5,611
Meter installation.....	785
Other tangible steam capital.....	5,515
Accessory steam equipment.....	555
Engineering and superintendence.....	15
<b>Total fixed capital.....</b>	<b>\$66,072</b>

**Revenues:** The company reports \$53,525 undistributed revenues from the sale of steam.

**Expenses:** Steam operating expenses during the year are reported as follows:

<b>Production:</b>	
Station superintendence.....	\$30
Fuel for steam.....	33,891
Water.....	211
Production supplies.....	5
Repairs of steam accessories.....	382
Boiler room labor.....	165
<b>Total production.....</b>	<b>\$34,685</b>

<b>Transmission and distribution:</b>	
Distribution superintendence.....	\$751
Setting and removing meters.....	1,850
Work on consumers' premises.....	383
Repairs of steam mains.....	1,227
Repairs of services.....	214
Canvassing and soliciting.....	310

**Total transmission and distribution.....** 4,735

**Total operating expenses.....** \$39,421

No taxes or uncollectible bills were charged against steam operations.

**Rates:** Steam is supplied at a sliding scale, varying in the case of live steam from 50¢ per 1000 lbs. for a consumption of 90,000 lbs. per month to 24¢ per 1000 lbs. for a consumption of 4,000,000 lbs per month; and in the case of exhaust steam from 30¢ per 1000 lbs. for a consumption of 150,000 lbs. per month to 16½¢ per 1000 lbs. for a consumption of 6,600,000 lbs. per month. In each case the rates decrease regularly by 1-10 of a cent for each grade.

#### Waterville Gas and Electric Company

For particulars of corporate assets, liabilities, income, etc., see tables for Light, Heat, and Power Plants, Class C.

**Territory served:** Waterville.

**Fixed capital:** The cost of capital specifically devoted to steam operations is not segregated from the cost of electric fixed capital.

**Revenues:** The company reports \$2694 undistributed revenues from the sale of steam.

**Expenses:** Steam operating expenses for the year are reported as follows:

Fuel for steam heating.....	\$1,143
Labor expense.....	175
Repairs of steam mains.....	59
Printing and stationery.....	1
<b>Total operating expenses.....</b>	<b>\$1,378</b>
Taxes applicable to steam operations.....	137
<b>Total revenue deductions.....</b>	<b>\$1,514</b>

In addition, charges of \$13 for "Interest" and \$100 for "Other personal injuries" are reported, developing a surplus for the year of \$1067.

**Rates:** The base rate is given as 50¢ per 1000 lbs., with discounts as follows: 5 per cent on bills of \$10 or under; 10 per cent on bills of \$10 to \$17.50; 15 per cent on bills of \$17.50 to \$25; 20 per cent on bills of \$25 and over.





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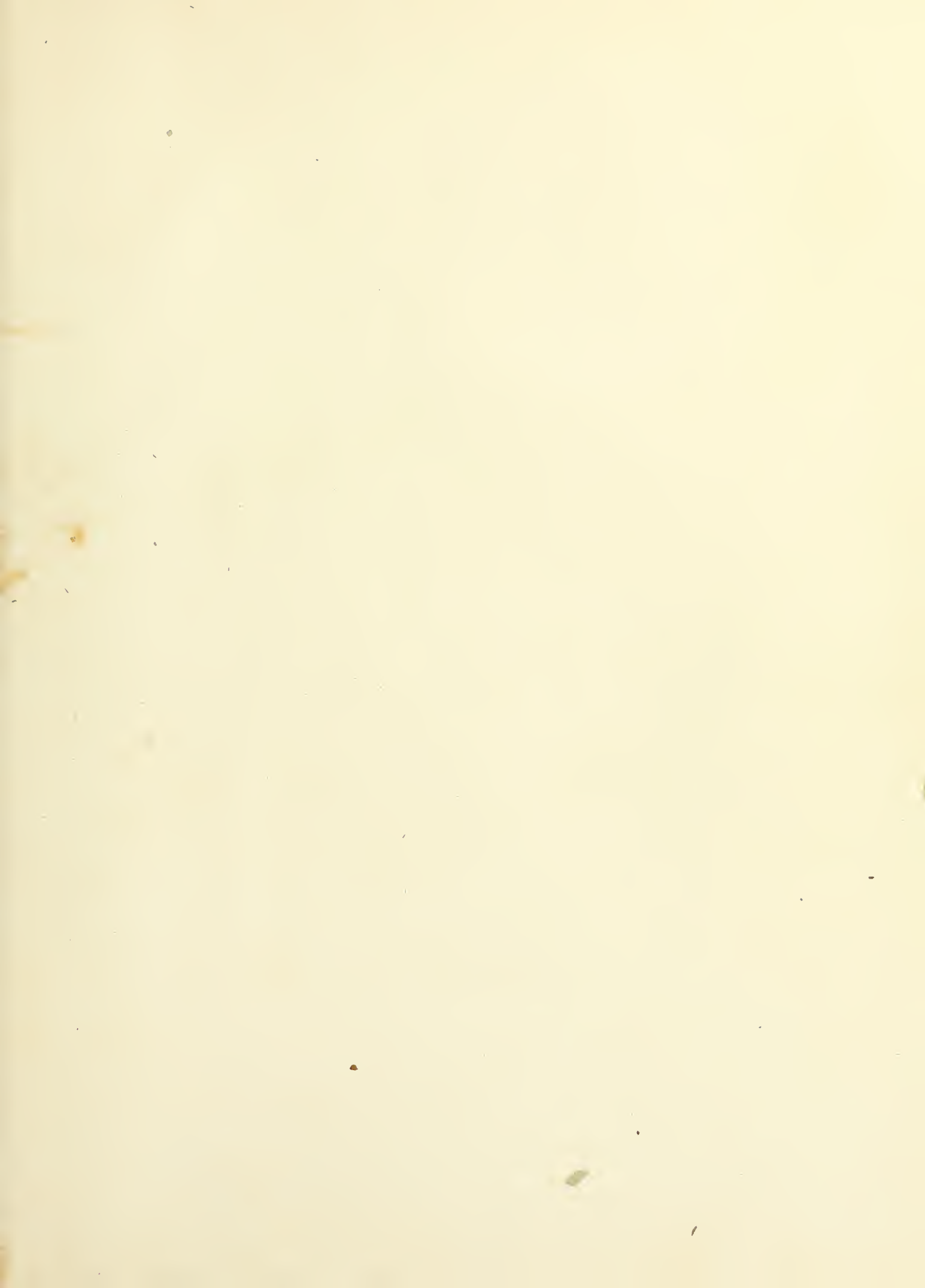
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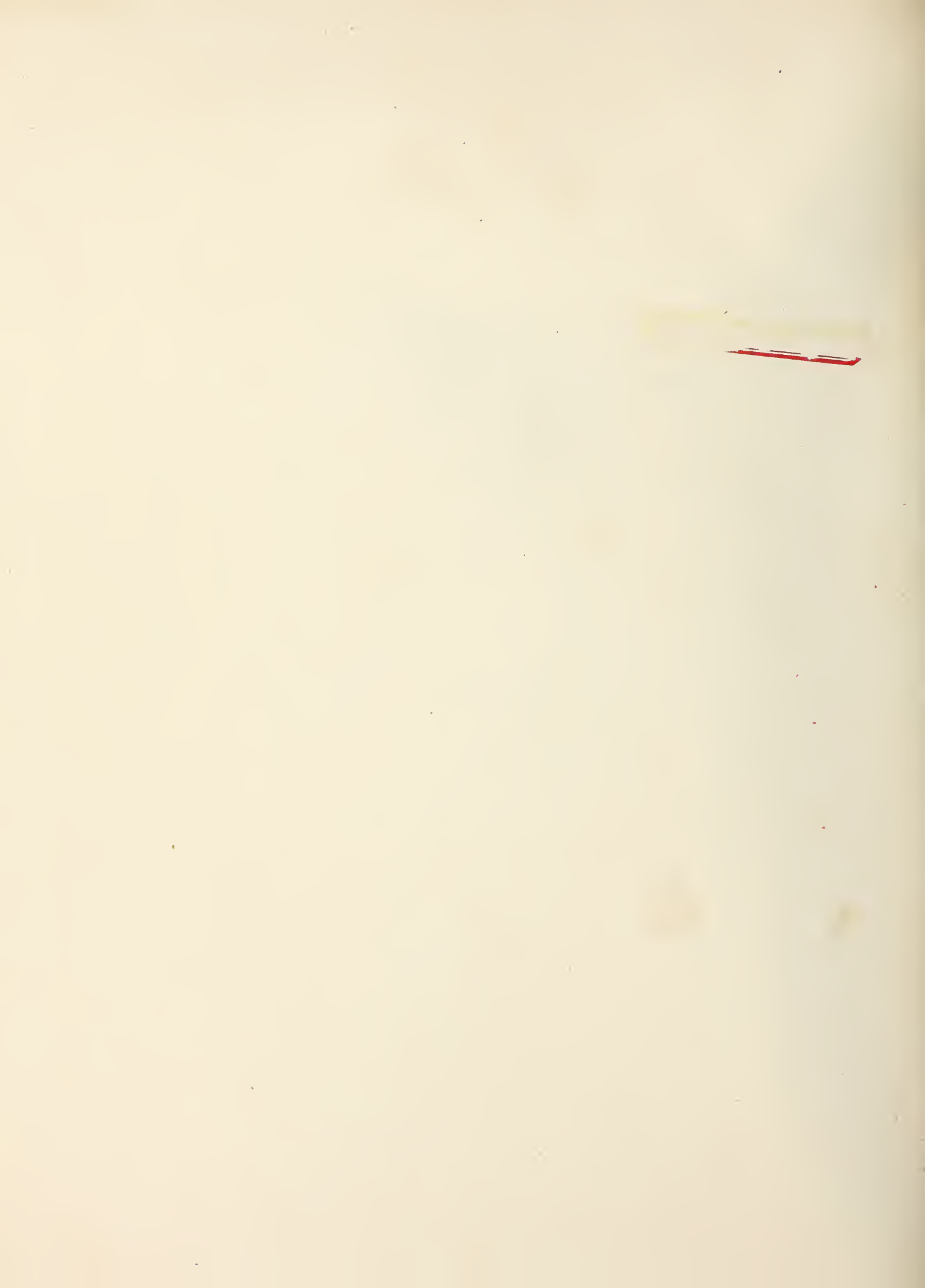


















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